THE PATH

KENTUCKY TRANSPORTATION CABINET

James C. Codell, III
Secretary

Performance Report
2002

OUR VISION

WORKING TOGETHER TO CONTINUALLY IMPROVE THE TRANSPORTATION INFRASTRUCTURE IN KENTUCKY

OUR MISSION

TO PROVIDE A SAFE, EFFICIENT, AND ENVIRONMENTALLY SOUND TRANSPORTATION SYSTEM FOR THE MOVEMENT OF PEOPLE AND GOODS, THEREBY ENHANCING THE QUALITY OF LIFE AND ECONOMIC DEVELOPMENT IN KENTUCKY

OUR VALUES

- SATISFYING OUR CUSTOMERS
- LEADERSHIP
- INTEGRITY
- THE HIGHEST QUALITY IN ALL WE DO
- USING TAXPAYER'S MONEY WISELY
- MEASURING OUR RESULTS
- CONTINUOUS IMPROVEMENT AND LEARNING
- EMPLOYEE PARTICIPATION, DEVELOPMENT AND OPPORTUNITY
- LISTENING
- SYSTEMATIC PROBLEM SOLVING

SECRETARY CODELL

We are pleased to present the 2002 Year-end edition of *The Path* – the Kentucky Transportation Cabinet's annual performance report. *The Path* is a summary of performance measures and information established to gauge the Cabinet's delivery of products and services to our customers, and to evaluate our performance with other States in the Southeast area. Information in this edition is organized around our *Strategic Plan – Paths to Progress*, which was developed through extensive and continuous *customer connection,* such as customer surveys, focus groups, town meetings, and various other events.

As with the previous editions, *The Path* must remain under construction as a result of continuously changing customer concerns. Continuous customer connection enables us to make better decisions and select optimal priorities, making *The Path* a compass to guide us in the right direction.

This year's edition will look different. We have combined information from our Annual Budget Report, added some informational facts, and reorganized our priorities. One major change you will see is that we have changed our strategic goals and objectives. We have taken a giant leap forward in how we look at what we do. As a result of listening to you, our customers, we discovered that there are a great many of you that hold the Kentucky Transportation Cabinet (KYTC) accountable for all roads and bridges in Kentucky. In reality, we do not have authority over all roads and bridges. This caused us to look at the entire system of transportation delivery in Kentucky and better focus on what we can control. One major outcome of this discovery was our strategic merger with the Kentucky Division of the Federal Highway Administration (FHWA). We are proud to state that Kentucky is the first and only State to take this approach. What it will mean to you is quicker delivery of our products and services, as well as increase our posturing for Federal funding.

You will see that our goals and objectives have alpha characters preceding the number. Since we merged our strategic initiatives with FHWA, we have one set of performance measures. Let's face it, the things that are done by FHWA and KYTC affect Kentucky citizens and visitors. For many projects and services, your satisfaction is a result of our combined efforts. In the following pages, all our goals are joint goals. They are designated with a "J" for joint. Objectives will be mixed. If the preceding alpha character is an "F", the objective applies to FHWA. Objectives with a "K" designation are applicable to KYTC.

Since this is the beginning of measuring our performance under the total transportation concept, some measures will not have historical data. Our performance measures are short and long term. Over the next few years, you will see some of the short-term measures fall off our strategic journey. This approach allows us to keep our Strategic Plan alive and flexible to accommodate the changing needs and expectations of our customer segments.

James C. Codell, III
Secretary

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Transportation Enhancement Projects

The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) represented a new era in transportation legislation. ISTEA allows states increased flexibility in making critical transportation choices, encourages an ethic of environmental awareness and promotes the development of an intermodal transportation system. Included in ISTEA and continued under the Transportation Equity Act for the 21st Century (TEA-21) were a number of innovative programs such as the Transportation Enhancement (TE) Program. This program is a federal-aid highway reimbursement program. All programs must be selected, approved, programmed, and under contract with the Cabinet prior to expenditure of any funds. After initial review by the Cabinet's Division of Multimodal Programs and the Kentucky Heritage Council, eligible applications are forwarded to the Governor's Office for selection. After selection and project revisions have occurred, project information is submitted by the Cabinet to Federal Highway Administration (FHWA) for programming of funds for reimbursement. After this is complete, the applicant will enter into an agreement with the Transportation Cabinet. Federal funding will sponsor 80% of the cost of the project, while project sponsor(s) is responsible for 20%. Twelve activities qualify for Transportation Enhancement funds and they are:

- Provision of facilities for pedestrians and bicycles
- Provision of safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors—including conversion for use as bicycle and pedestrian trails
- Archaeological planning and research
- Mitigation of water pollution due to highway runoff or to reduce vehicle-caused wildlife mortality while maintaining highway connectivity
- Establishment of transportation museums

Cities are able to apply for Transportation Enhancement Program under the Renaissance Kentucky program. Generally projects under Renaissance Kentucky that are eligible for Transportation Enhancement funding fall under the category of landscaping or other scenic beautification and historic preservation. Streetscape improvements specific to Renaissance Kentucky cities must be in compliance with the Kentucky Streetscape Guidelines for Historic Commercial Districts.

Renaissance Kentucky was created in the fall of 1996 under Governor Patton. Governor Patton appointed a 26-member Renaissance Kentucky committee to study Kentucky's downtowns and submit recommendations to assist cities with downtown revitalization efforts. The goal of Renaissance Kentucky is to recognize and honor those cities that have maintained or restored their central downtown areas as safe, vibrant, efficient and functional urban cores and to provide support and assistance on development strategies for those cities who want to improve their downtowns.

The following counties have/are participating in the Transportation Enhancement Program through the Renaissance Kentucky Streetscape program:

- Boyd
- Boyle
- Breckinridge
- Caldwell
- Calloway
- Campbell
- Carroll
- Christian
- Clark
- Fleming
- Franklin
- Grant
- Graves
- Green
- Hardin
- Harlan
- Hart
- Henderson
- Henry
- Hopkins
- Johnson
- Lincoln
- Logan
- Marion
- Mason
- McCracken
- Mercer
- Montgomery
- Pendleton
- Pike
- Powell
- Pulaski
- Rowan
- Shelby
- Simpson
- Trigg
- Warren
- Woodford

Total TE Funds Committed: $18,725,000.00 **Total TE Funds Reimbursed: $7,400,459.23**

Education

Education Pays

A key platform of the current administration is Kentucky Pays. One way the Kentucky Transportation Cabinet and Kentucky Division of the Federal Highway Administration contribute to this philosophy is by participating in the Summer Transportation Institute (STI).

This year Kentucky State University hosted its eighth annual STI. The month long STI, which drew high school students from around the Commonwealth, was held during June and July 2002. The STI provides experience for above average secondary school students. This experience serves to enhance awareness of career opportunities that exist in the transportation industry. As such, students are exposed to new frontiers and adventures such as highway design, transportation of people and cargo, intermodalism, laws, safety and environmental issues.

Special emphasis is placed on recruiting minority youth and youth with special needs. In the 2002 STI class, thirteen were girls and nine were boys. Out of the twenty-two students recruited, nine were black, thirteen were white, three came from Northern Kentucky, five came from Eastern Kentucky, twelve came from Central Kentucky, and two came from Western Kentucky. Three of the STI participants were identified as having special needs.

In STI closing remarks covered by Cable 10 TV, 50% of the group stated that after completing the STI program, they could now see themselves pursuing a career in transportation. Even youth who had a professional interest in legal or medical studies indicated that they could now understand how they could use those skills in a transportation-related career.

Kentucky Engineering Exposure Network (KEEN)

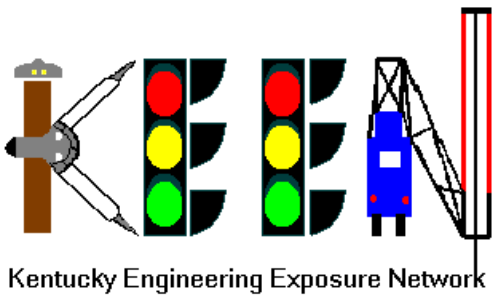
KEEN, the Kentucky Engineering Exposure Network, is a program developed by the Kentucky Transportation Cabinet to introduce students to the field of engineering. Presentations are given by the Transportation Cabinet engineers and staff to discuss the applications of math and science in daily situations and the opportunities and challenges available to students in the field of engineering. The KEEN program in Kentucky began in 1991 as a result of a task force on retention and recruitment of transportation professionals and was the first of its type in the entire nation. Since its implementation, the program has reached over 120,000 students throughout the Commonwealth.

KEEN provides an opportunity for both the Cabinet and local schools to work together, and allows Transportation Cabinet engineers to contribute to the students within their own communities. This promotes an enhanced public image of the Transportation Cabinet and of the engineering profession. In addition, the KEEN program follows many of the same concepts which are now required under Kentucky's Education Reform Act, including the Common Core of Learning concept and the application of basic skills in math and science as they relate to real life situations. KEEN is also one of the biggest avenues the Cabinet uses to inform students about the KYTC Civil Engineering Scholarship Program, www.kytc.state.ky.us/person/ScholarshipProgram.htm.

KEEN presenters are available to make classroom presentations to all grade levels. Presentations are adapted to the different age groups and topics range from the work of engineers to computer applications. Hands-on activities are usually presented. New and innovative presentations are constantly being developed. A new coloring book "Let's Build a Road" which outlines the development of a road project was developed last year. A high school concrete canoe contest was also started. KEEN's website is www.kytc.state.ky.us/Education/keen.

KEEN made 621 presentations reaching 18,528 students in 67 counties for the last school year. KEEN also had a display at the Kentucky State Fair, Engineering Day at UK, Diversity Day, along with numerous county fairs. KEEN volunteers were judges at the Intel International Science and Engineering Fair and many local science fairs. KEEN also worked with the Boy Scouts, Governor's Scholars, the Summer Transportation Institute, the Science Olympiad, and a Women in Engineering organization.

KEEN is an ever-evolving organization with goals varying from district to district. We do not have a stated goal for the entire organization since priorities do change from year to year. However, we anticipate continuing at the current level of performance. We anticipate seeing 15,000 students per year in 70 different counties. We also plan on developing newer and more innovative presentations and involving new volunteers.



Safety

Child Passenger Safety

Since the conception of the Drive Smart program in 1997, there has been a strong child passenger safety component as part of the program. **The importance of this component is only restated through the national statistic that motor vehicle crashes are the *leading* cause of death and disability for children over the age of one year.** In addition, for every child's death in a car crash, there are forty-five children hospitalized. **KYTC's Drive Smart Child Passenger Safety Program provides statewide child safety seat check-up events, educational presentations and instructs certified child passenger safety technician classes.** Besides the previous tasks, the employees of the program are highly involved with local injury prevention programs (i.e., Kentucky SAFE KIDS Coalition) and are advocates for any legislation that will reduce children's injuries and deaths when traveling in motor vehicles.

Drive Smart conducts child safety seat check-up events. Certified child passenger safety technicians inspect the car seats of those attending, for correct installation of the car seat in the vehicle and for the proper fit of the child in the seat. During the event, attendees are educated on the proper usage of their car seat with their vehicle. **If used correctly, child safety seats are 71% effective in reducing fatalities in children under the age of one and 54% effective in reducing fatalities for children one to four years of age. Unfortunately, after checking over 5,000 child safety seats during the last three years of the program, there is a statewide misuse rate of 94%.** As a result of the numerous potentially disastrous problems with some child safety seats seen at these check-up events (i.e., seat is too old, seat involved in a crash, seat has missing parts), **the program has helped replace over 1,500 child safety seats.** There have been numerous studies showing that every $45 to $50 child safety seat saves an estimated $100 in medical spending and related insurance claims processing over the seat's 4-5 year life. The child safety seat check-up events have been conducted in 79 of the 120 counties in the state. One objective of the Drive Smart Child Passenger Safety Program for this next year is to reach some of the counties that have not had an event or counties that have had only one event.

The Drive Smart Child Passenger Safety Program employs a full-time child passenger safety specialist and over 50% of the central office and the twelve district coordinators are nationally certified technicians. Drive Smart also maintains the ***Buckle That Child Hotline*** daily. Motorists can anonymously call the 1-800-hotline number and report the Kentucky license plate of any vehicle they see carry an unrestrained child. An educational packet with child safety restraint tips is sent to the registered owner of the vehicle reported. Over 4,800 calls have been made to the hotline since 1997.

Besides the previous mentioned objective of conducting child passenger safety seat check-up events in counties that have not been previously reached by the program, another objective of the Drive Smart Child Passenger Safety Program is to spread the word about the effectiveness of booster seat usage for children traveling in motor vehicles. Currently, Kentucky has only a primary child restraint law for children 40 inches in height and less to be properly secured in a federally approved child restraint, and a secondary vehicle restraint law for everyone else. This law is causing the *"Forgotten Children Syndrome".* Children, who outgrow seats that have a harness system designed for children under 40 pounds, are right now legally able to ride in a regular vehicle safety belt. Unfortunately, the vehicle restraint system is designed for passengers taller than 4 feet 9 inches and does not appropriately fit the small stature of children between 40-58 inches. For children between 40-58 inches tall, the lap belt (of the lap/shoulder belt) rides high on the abdomen causing life-threatening injuries to the stomach, liver, spleen, and the spinal cord. This is called the **"Lap Belt Syndrome"**. If used, the shoulder belt crosses the child's neck and face, instead of fitting snuggly against their collarbone. With the use of a booster seat for children over 40 pounds, it would boost the child enough to have the

lap portion of the belt on their hips and the shoulder belt placed snugly against their collarbone. Nine out of ten parents think that if they follow their state law, their children will be adequately protected against injury. Additional efforts by KYTC and appropriate, supportive, comprehensive child restraint laws, which are closer in alignment with best practice, would help eliminate parent's confusion, increase the safety of our children while they are traveling in vehicles, and reduce child fatalities and injuries from vehicle accidents.

Buckle That Child Hotline
1-800-235-8KID

Environmental Stewardship

The Kentucky Transportation Cabinet continues to foster an attitude and work ethic that places a high priority on environmental stewardship as a core element in how we conduct our daily activities. We have developed our Environmental Policy and deployed the philosophy throughout our organization. This year we are in the beginning stages of identifying measurement indicators to manage outcomes.

Environmental stewardship is not a tangible thing. Stewardship comes from the root word of steward, which relates to managing something that belongs to someone else. Stewardship is the perspective of others as a result of what we do. Our stewardship lies in the public's perception as we talk and act on and off the job.

The following information showcases the highlights of some projects:

Pine Mountain

After nearly 40 years of studying various challenges associated with crossing Pine Mountain, the Pine Mountain Task Force took the challenges to the public. The Pine Mountain Task Force consisted of representatives from the community, local leaders, state leaders, national political leaders, the Transportation Cabinet and various state agencies. This task force met numerous times to seek solutions from the local people. The task force partnered with the Kentucky Department of Fish & Wildlife Resources, the Kentucky Division of Water, the Kentucky State Nature Preserves, and the Pine Mountain Trails Association to design and develop scenic overlooks, trail crossings, an entrance to the Little Shepherd's Trail, and other enhancements to make the roadway better fit into the natural environment. A new attitude and new technologies were deployed on this project (i.e., creative public outreach, context sensitive solutions, design and build, and partnering efforts).

KY 243 Cemetery Road

KY 243 Cemetery Road project in Bowling Green began as a battle cry for of the community against the project. The project turned out to be a great success because of the cooperation of land use planners, transportation planners, local officials, and members of the community. These folks were included in developing the design to ensure the end product was within the context and character of the community. Three unique components were identified for the project that made it a success: 1) Physical Characteristics, 2) Multi-use Path, and 3) Land Use Controls. One example of a component is landscaping to blend the project into the neighborhood scale and character, and to make it compatible with the natural environment already existing and in place.

Bell Farm Bridge

The Bell Farm Bridge project in McCreary County was a challenge in that we needed to replace the 1940 bridge, but we needed to do it without disrupting an endangered species in Rock Creek and without creating a "visual intrusion" in the natural beauty of the area (designated a Scenic River, Outstanding Resource Water, and part of the Wild River Corridor). We were also faced with future erosion problems during the construction of the abutments. Although the Cabinet does not use older abutments, a suggestion was made to see if the 60-year old abutments could possibly be used in this case. After determining that the integrity of the abutments was satisfactory, the team decided to replace only the deck. This result changed our traditional approach to a new philosophy of reducing impact to an endangered species, reducing any visual intrusion, and to maintaining the look of the area. It also resulted in a savings of construction time and cost.

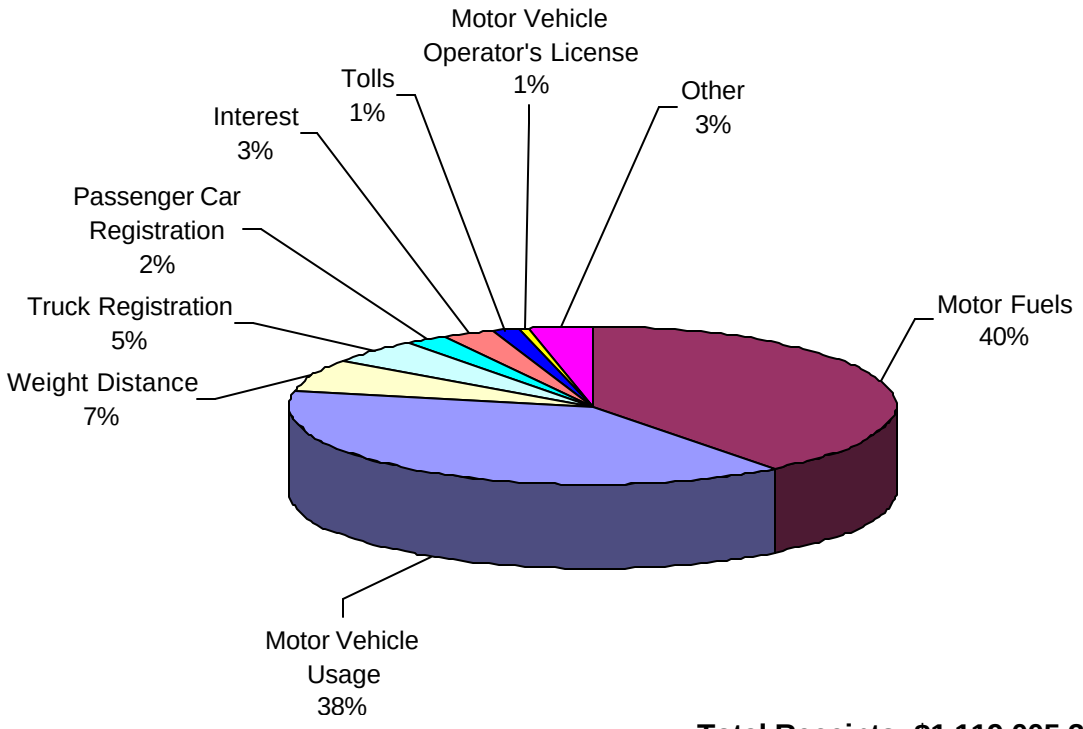
Sometimes we have road projects that require us to move streams. For example, if we have to widen a road that currently runs along a creek, we would have to do something with the creek in order to expand the road width and shoulder slope areas. This project consisted of us working with the Cabinet's Division of Environmental Analysis to create a "mirror" image of the stream in a new location that would be out of the way of the road enhancement. We made extra efforts to ensure the new stream had the same meanders and curvature as the old stream. The new design also included pools, riffles, and other characteristics of a stream modified over time by nature. After completion of this "road project", we planted trees and shrubs along new stream area to return the area, as best we can, to its natural state. Road or stream project….you be the judge.

Annual Budget Report

Where the Money Came From

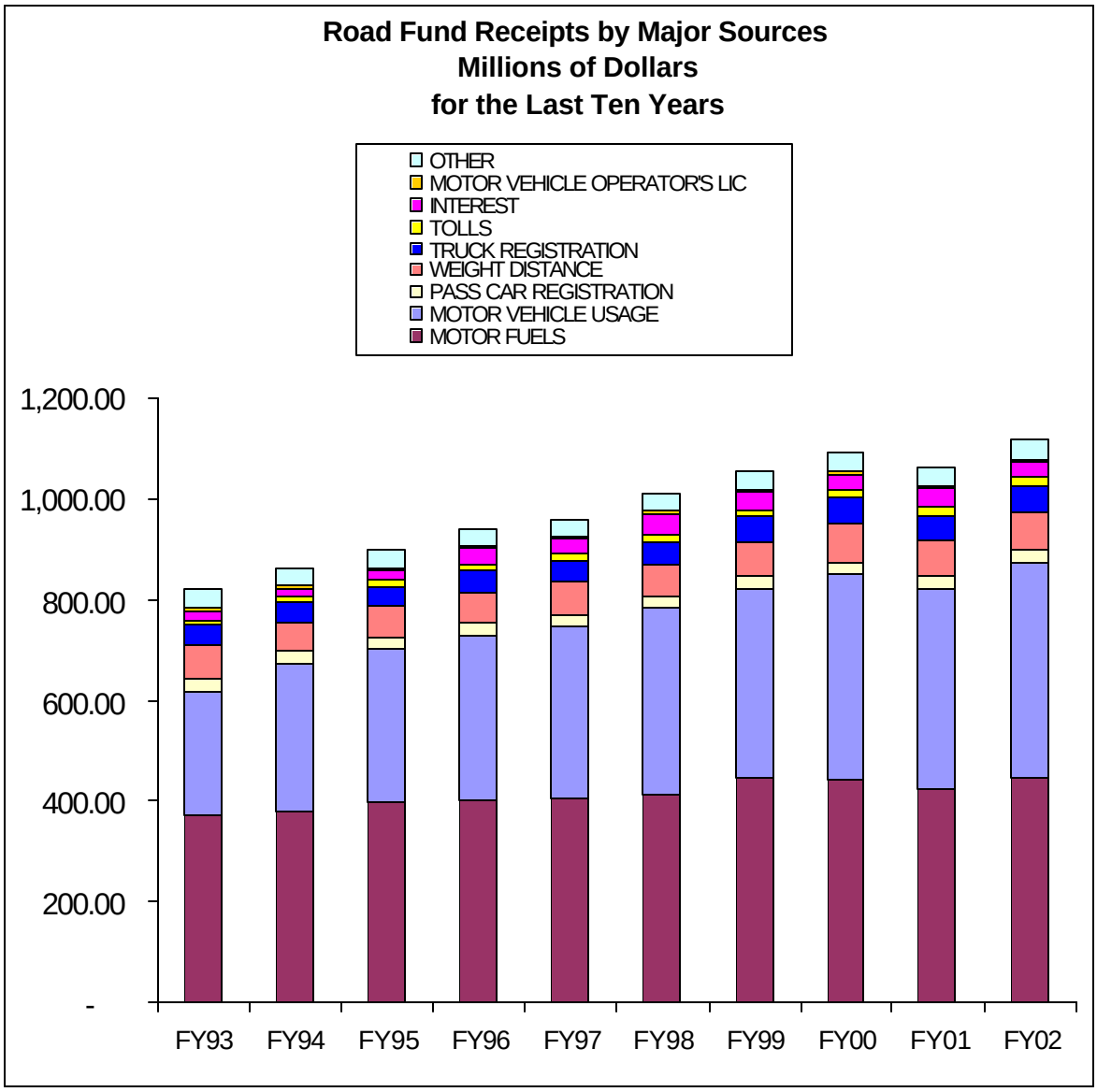
Road Fund Revenue Receipts

Makeup of FY02 Road Fund Receipts



Total Receipts: $1,119,005,334

Two Year Comparison of Road Fund Receipts			
Receipt Source	**FY 2002 Amount**	**FY 2001 Amount**	**Change From FY 01**
Motor Fuels	$443,933,644	$424,274,998	4.6%
Motor Vehicle Usage	$429,242,447	$397,539,966	8.0%
Weight Distance	$75,265,639	$75,170,141	0.1%
Truck Registration	$54,307,307	$48,931,474	11.0%
Passenger Car Registration	$25,355,085	$23,305,134	8.8%
Interest	$32,952,437	$40,187,239	-18.0%
Tolls	$13,785,486	$12,410,901	11.1%
Motor Vehicle Operator's License	$6,443,170	$6,251,717	3.1%
Other	$37,720,099	$36,051,721	4.6%
TOTAL	**$1,119,005,334**	**$1,064,123,291**	**5.2%**



Supporting data for chart is supplied in the following table.

ROAD FUND DATA BREAKOUT TABLE			
	Fiscal Year	**Receipts ($)**	**Percent Change(%)**
Road Fund Total Receipts	2001-02	1,119,005,334	5.2
	2000-01	1,064,123,291	-2.4
	1999-00	1,090,777,823	3.2
	1998-99	1,056,640,430	4.4
	1997-98	1,011,789,74	5.4
	1996-97	960,183,780	2.2
	1995-96	939.910,490	4.4
	1994-95	900,619,387	4.4
	1993-94	862,826,425	5.2
	1992-93	820,411,480	4.9
Motor Fuels Normal	2001-02	429,812,261	5.1
	2000-01	408,801,090	-3.6
	1999-00	423,876,350	-0.9
	1998-99	427,848,100	8.0
	1997-98	396,123,781	1.4
	1996-97	390,688,336	3.3
	1995-96	378,142,941	1.3
	1994-95	373,316,977	4.2
	1993-94	358,435,307	1.4
	1992-93	353,651,330	4.5
Motor Fuels Normal Use and Surtax	2001-02	14,121,403	-8.7
	2000-01	15,473,908	-2.7
	1999-00	15,905,614	-5.6
	1998-99	16,852,035	-3.6
	1997-98	17,473,744	14.1
	1996-97	15,316,702	-32.1
	1995-96	22,554,048	-2.2
	1994-95	23,052,951	7.7
	1993-94	21,399,126	3.9
	1992-93	20,510,640	-1.9
Passenger Car Registration and Specialty Plates	2001-02	25,355,085	8.8
	2000-01	23,305,134	-9.6
	1999-00	25,776,754	1.2
	1998-99	25,465,367	1.6
	1997-98	25,056,286	3.2
	1996-97	24,275,827	-0.3
	1995-96	24,341,199	0.4
	1994-95	24,245,649	-0.6
	1993-94	24,387,381	3.0
	1992-93	23,685,821	1.3

(Road Fund Data Breakout Table Continued)

	Fiscal Year	Receipts ($)	Percent Change(%)
Motor Vehicle Usage Tax	2001-02	381,401,576	10.5
	2000-01	345,120,799	-4.0
	1999-00	359,437,723	8.5
	1998-99	331,187,817	1.8
	1997-98	325,308,554	6.7
	1996-97	304,868,491	-19.4
	1995-96	298,585,859	33.2
	1994-95	283,820,829	2.0
	1993-94	278,157,347	19.1
	1992-93	233,527,651	11.4
Weight Distance	2001-02	75,265,639	0.1
	2000-01	75,170,141	0.0
	1999-00	75,144,201	7.1
	1998-99	70,165,745	5.3
	1997-98	66,665,457	5.7
	1996-97	63,061,494	5.4
	1995-96	59,809,913	4.5
	1994-95	57,224,943	-0.2
	1993-94	57,341,479	-15.5
	1992-93	67,894,730	8.9
Motor Vehicle Rental Usage Tax	2001-02	47,840,871	-7.3
	2000-01	52,419,167	3.3
	1999-00	49,957,851	12.4
	1998-99	44,475,115	7.3
	1997-98	41,450,720	13.3
	1996-97	36,593,748	25.9
	1995-96	29,054,964	26.5
	1994-95	22,966,440	34.7
	1993-94	17,055,319	40.7
	1992-93	12,124,476	33.2
Truck Licenses	2001-02	54,307,307	11.0
	2000-01	48,931,474	-10.8
	1999-00	54,825,248	9.5
	1998-99	50,079,564	10.8
	1997-98	45,205,621	6.5
	1996-97	42,462,203	-3.3
	1995-96	43,899,126	9.4
	1994-95	40,122,277	3.2
	1993-94	38,896,486	4.5
	1992-93	37,213,713	5.8

(Road Fund Data Breakout Table Continued)

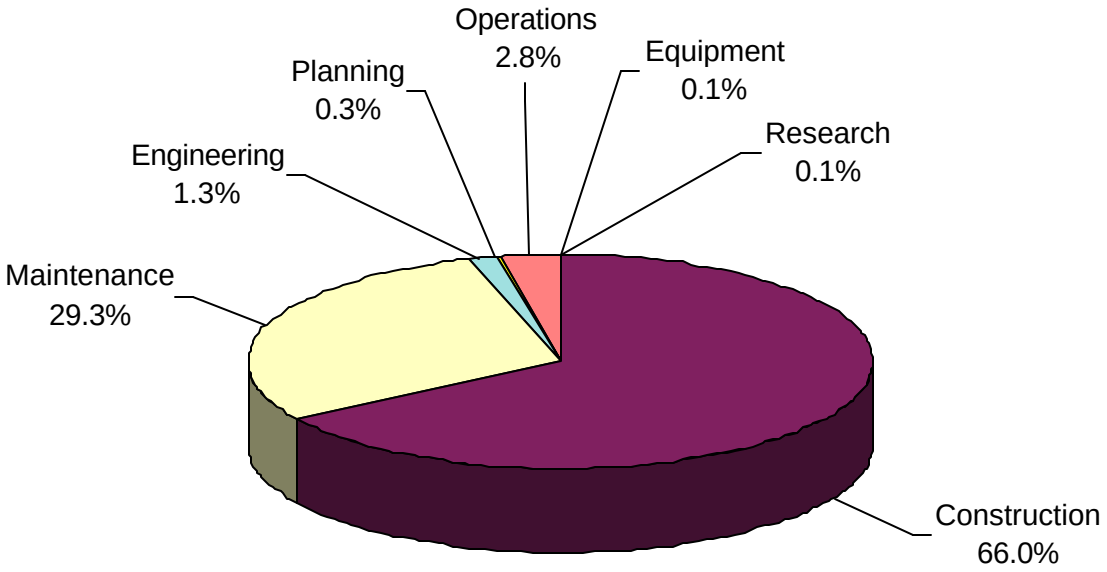
	Fiscal Year	Receipts ($)	Percent Change(%)
Tolls	2001-02	13,785,486	11.1
	2000-01	*12,410,901	-7.9
	1999-00	13,474,111	1.0
	1998-99	13,342,667	2.6
	1997-98	12,998,547	3.3
	1996-97	12,585,961	5.7
	1995-96	11,911,376	2.1
	1994-95	11,668,786	6.0
	1993-94	11,003,702	5.2
	1992-93	10,457,083	-35.5
Motor Vehicle Operator's License	2001-02	6,443,170	3.1
	2000-01	6,251,717	8.3
	1999-00	5,775,095	-0.7
	1998-99	5,817,834	1.2
	1997-98	5,750,159	8.0
	1996-97	5,324,387	5.2
	1995-96	5,059,378	-1.1
	1994-95	5,114,020	-3.3
	1993-94	5,286,539	6.5
	1992-93	4,965,867	-0.9
Interest Income	2001-02	32,952,437	-18.0
	2000-01	40,187,239	36.5
	1999-00	29,435,957	-17.3
	1998-99	35,588,557	-15.2
	1997-98	41,950,531	31.6
	1996-97	31,875,589	-6.1
	1995-96	33,940,968	51.4
	1994-95	22,421,085	28.7
	1993-94	17,426,840	-2.0
	1992-93	17,776,457	-26.5
Other Revenue Receipts	2001-02	37,720,099	4.4
	2000-01	36,051,721	-1.5
	1999-00	37,168,919	3.1
	1998-99	35,817,629	5.3
	1997-98	33,806,274	2.9
	1996-97	33,131,042	2.1
	1995-96	32,610,718	-9.8
	1994-95	36,665,430	7.9
	1993-94	33,436,899	-11.1
	1992-93	38,603,712	3.0

*Does not include $1 million used as compensating balance in toll road banks.

Where the Money Went

Road Fund Expenditures

Highway Expenditures
Fiscal Year 2002

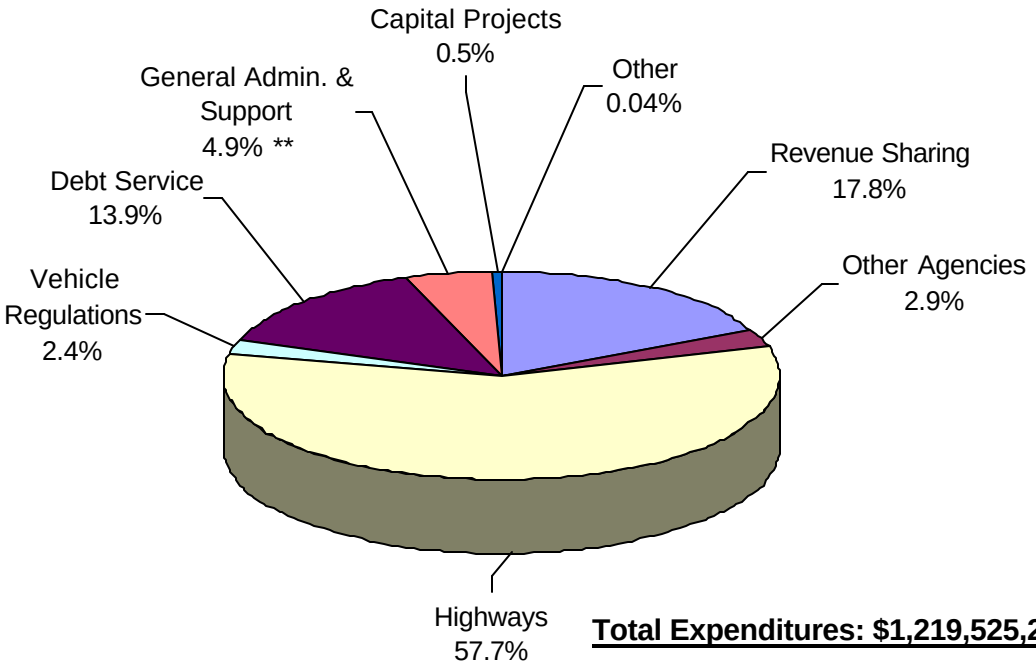


Total Highway Expeditures: $703,715,003

Percentages above total 99.9 % due to rounding

Two Year Comparison of Highway Expenditures by Allotment Units			
Allotment Unit	**FY 2002 Amount**	**FY 2001 Amount**	**Change From FY 01**
Research	$868,030	$891,672	-2.7%
Construction	$464,339,237	$393,105,269	18.1%
Maintenance	$206,067,346	$204,509,805	0.8%
Engineering	$9,388,208	$8,515,118	10.3%
Planning	$2,459,251	$2,280,578	7.8%
Operations	$19,642,931	$19,814,625	-0.9%
Equipment	$950,000	$4,456,498	-78.7%
TOTAL	**$703,715,003**	**$633,573,565**	**11.1%**

Expenditures by Appropriation Units
Fiscal Year 2002



Total Expenditures: $1,219,525,282

**Includes $1.96 million for debt service on new Transportation Cabinet Office Building.

Two Year Comparison of Expenditures by Appropriation Units			
Appropriation Unit	**FY 2002 Amount**	**FY 2001 Amount**	**Change From FY 01**
Revenue Sharing	$216,203,223	$211,594,507	2.2%
Highways	$703,715,003	$633,573,566	11.1%
Vehicle Regulations	$28,698,673	$28,618,512	0.3%
Debt Service	$169,194,729	$150,649,799	12.3%
General Admin. & Support	$60,179,565	$58,995,717	2.0%
Capital Projects	$5,654,000	$10,370,000	-45.5%
Other Agencies	$35,409,349	$35,417,708	-0.02%
Other	$470,740	$219,360	114.6%
TOTAL	**$1,219,525,282**	**$1,129,439,169**	**8.0%**

Strategic Use of Federal Funds

Background

We place a high priority on acquiring and authorizing use of all available federal funds for highway projects. Federal funds are distributed to states annually, most on a "use or lose" basis. Funds that states are not able to spend are redistributed at the end of each year to states that have spent all of their federal funds and have demonstrated they are in a position to initiate more projects. Our goal is to spend all available federal funding by the year-end and to have additional projects ready to start in order to take advantage of any redistributed funds.

Purpose

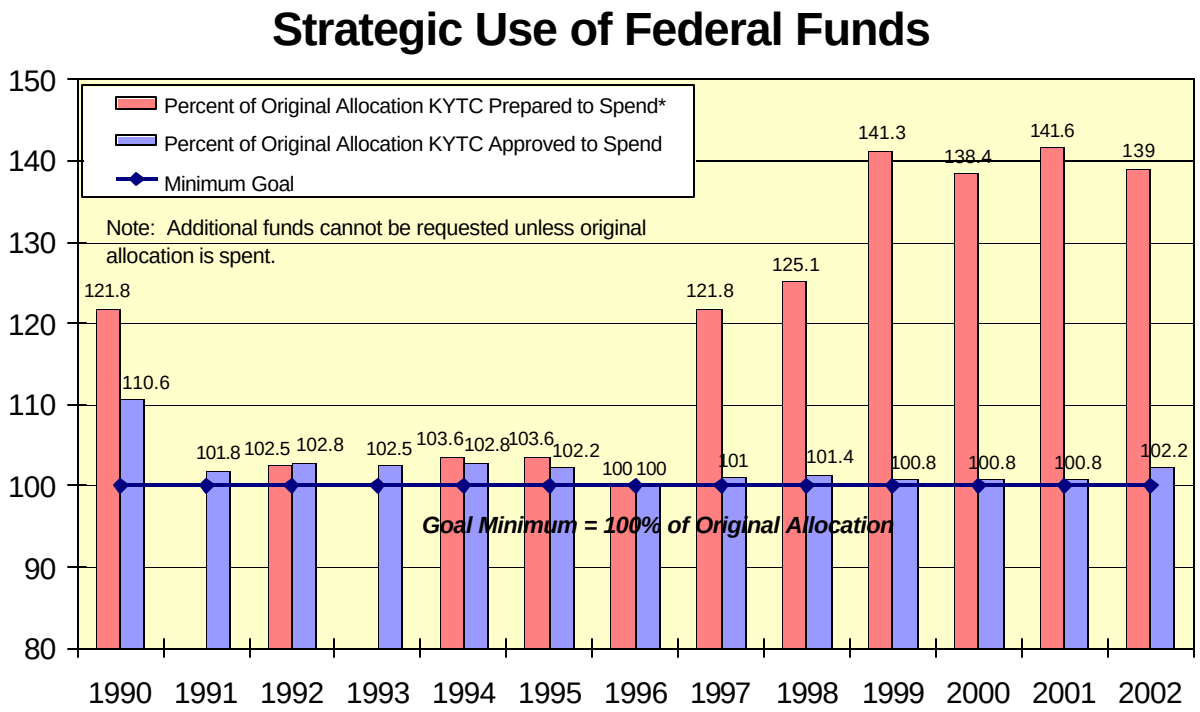
This measure is intended to assess how well the Cabinet is able to use federal funding and strategically plan and schedule projects so redistributed funds can be used.

Method

Data were collected from year-end federal fund balance sheets and requests for redistribution funds from the past 13 years. Historically, our minimum goal of using 100% of the original annual allocated federal funding has been met as shown in the chart below. The chart illustrates additional percentage of funding Kentucky requested and could have used for additional projects had funds been available for redistribution. The chart also illustrates additional percentage of funding Kentucky actually received from redistribution each year.

Improvement/Results

Improvement is shown by an increase in percentage of federal funds that could have been used, provided these funds were available for redistribution. *The chart shows the original allocation has always been used, plus an average of around 2 percent additional funding has been received through redistribution each year.* Had Kentucky been provided all of the additional funding requested, an average of 15 percent additional funding could have been used each year. This illustrates if additional federal funding becomes available in a given year, Kentucky continues to improve its position on being able to fund additional projects.



*Data not available for 1991, 1993

Administrative Cost as a Percent of Total Expenditures

Background

One of the Cabinet's values is using taxpayers' money wisely. Supporting this, one of our objectives is to organize and manage resources. This means making every dollar produce the best possible product or service for the customer. To accomplish the objective, we strive to channel dollars to the activities that directly generate products or services. Expenses that do not provide direct benefit to the customer should be controlled.

Purpose

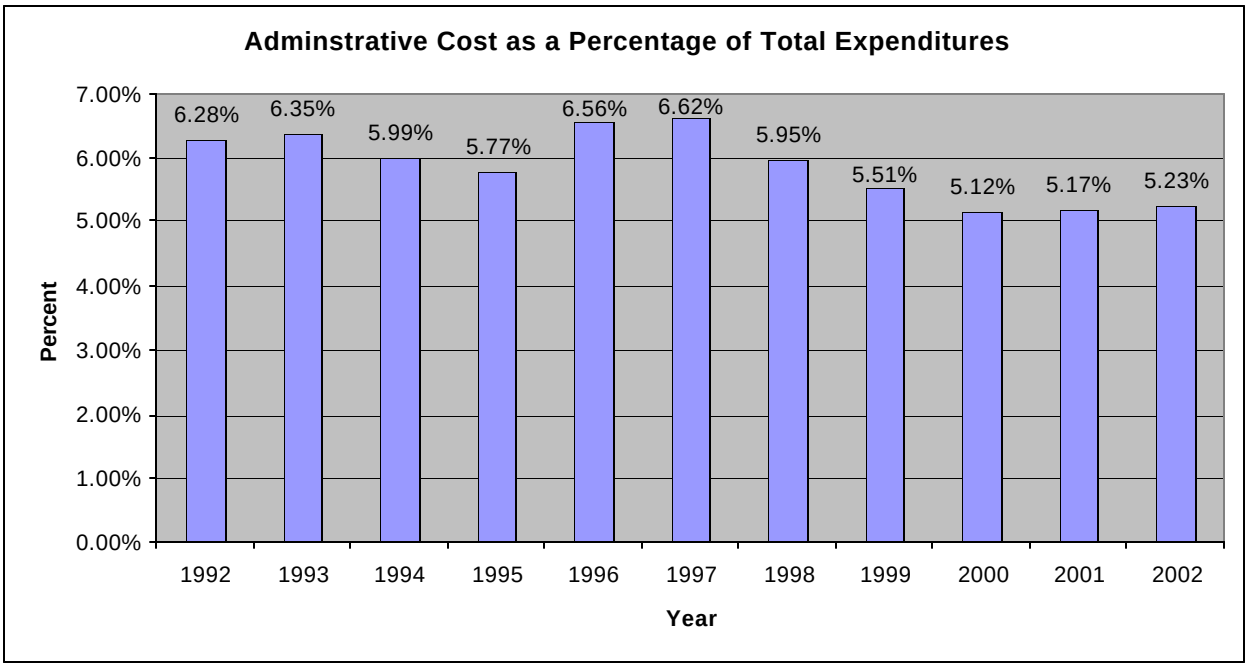
The measurement tracks administrative cost (i.e., cost of support activities) as a percentage of the agency's total expenditures. While these administrative costs are very necessary, it is important to monitor them as they effectively reduce dollars available for direct programs.

Method

The Administrative Cost Percentage is calculated after the end of each fiscal year by dividing the administrative expenditures by the total expenditures of the Cabinet. Administrative expenditures include the cost of central service and support units, as well as the cost of certain administrative support units within the Department of Highways. The Cabinet's total expenditures have been adjusted to remove debt service payments because these expenditures, while substantial, require very little administrative support.

Improvement/Results

Improvement is shown by a decrease in the administrative cost percentage. The last five years indicate a gradual downward and then stabilized trend. This indicates the Transportation Cabinet has been successful in controlling that portion of the budget related to administration, thereby freeing up more dollars for the direct programs.



Rural and Municipal Aid Program

The Department of Rural and Municipal Aid oversees three separate components: the County Road Aid Program, the Municipal Road Aid Program, and the Rural Secondary Road Program. All of these programs are mandated and controlled by the Kentucky Revised Statutes, with the distribution of funds based on the amount of certain taxes or fees actually collected by the Commonwealth.

Through the County and Municipal Road Aid Programs, all of Kentucky's 120 counties, all of its municipalities, and all of its qualified unincorporated urban areas receive their formula-driven shares of funds in a timely manner. Through the Rural Secondary Road Program, the roads and bridges of the state's Rural Secondary Road System receive funding, which the Cabinet spends to handle repairs and maintenance. The funds are allocated to the counties based on a "formula of fifths," which is set out in the Kentucky Revised Statutes.

FISCAL YEAR 01-02

TYPE	MILES	COST
Maintenance	12,166.65	$38,961,700
Bituminous Seal	277.40	3,228,633
Bituminous Initial Treatment	64.89	3,273,646
Bituminous Resurface	1,436.31	45,008,944
Bituminous Patching	170.47	1,614,501
Bridges (Repair/Replace)	47	4,273,176
Miscellaneous (culverts, guardrail, grade & drain, replacement stone, slip/slides, repairs, etc.)		1,163,479
TOTAL		**$97,524,079**

EMERGENCY FUNDS SPENT

County Road Aid	$2,158,497
Municipal Aid	111,262

Goal J1: Manage Congestion

Objectives

K1.1. To achieve a Statewide Maintenance Rating Program score of 80 by 30 June 2006

Maintenance Rating Program
Statewide Feature Scores by Road Type
District Scores

K1.2. To maintain minimal acceptable Ride Quality Index limits
(Interstates = 3.25, Parkways = 3.25, MP System = 3.00, RS System = 2.75)

Statewide Rideability Index for Smooth Roads
District Rideabiltiy Index for Smooth Roads
Rideability Index for New Pavements

K1.3. To reduce the percent of miles of pavement in poor condition by 2% by 30 June 2004

Pavement Preservation Needs

K1.4. To reduce the percentage of structurally deficient bridges each year

Percent Structurally Deficient Bridges

K1.5. To reduce the percentage of functionally obsolete bridges each year

Percent Functionally Obsolete Bridges

K1.6. To reduce the number of bridges with a sufficiency rating below 30

Bridge Sufficiency Rates

J1.7. Develop and implement access management related guidance by 30 June 2004

J1.8. Document and showcase at least one innovative work zone traffic control project each year

K1.9. To maintain minimal acceptable project delivery requirements

Project Phases Authorized On-Time
Percent of Projects Let vs Planned
Actual Phase Costs vs Six-Year Plan

K1.10. To increase public ridership statewide by 2% by 30 June 2006

Public Transportation Ridership

K1.11. To increase Human Service Transportation Delivery Program customer satisfaction by 3% by 30 June 2004

Human Service Transportation Delivery Program

Maintenance Rating Program (MRP)

Background

Our customers have reinforced that the Cabinet's primary responsibility is to maintain the existing highway infrastructure. The MRP allows the Cabinet to assess the effectiveness of infrastructure maintenance activities and compare the outcomes to the expressed customer (roadway users and other stakeholders) requirements. The MRP measures the condition of 25 highway attributes, and thus measures the results of our maintenance efforts.

Purpose

The MRP provides a report card on how we are doing at maintaining the existing highway system. We use this information to guide decisions in resource allocation and maintenance tasking. In addition, the MRP findings also offer a means to assess accountability of prior decisions and resource allocations. Our efforts are focused on the greatest opportunities for improvement. From this, we expect to achieve greater consistency in maintenance, improved overall infrastructure conditions, and improved customer satisfaction with roadway conditions. When the Operations Management System is completed, we will be able to associate resource levels with performance levels, and inform leaders in advance of the resources needed to achieve the results they want. MRP is designed to support "management by fact" at all levels and provide a means to identify "best practices" among the districts.

Method

Twice annually, systematic random samples of roadway segments are drawn for each of the twelve districts. For each wave, analysis can be provided for total statewide results (95% plus/minus 3% confidence) for each road type (95% plus/minus 5% confidence), and for each district (90% plus/minus 5% confidence). The two waves are combined for annual totals to eliminate seasonal bias. The resulting larger sample size yields higher confidence levels. The MRP score is based upon a 0-100 scale.

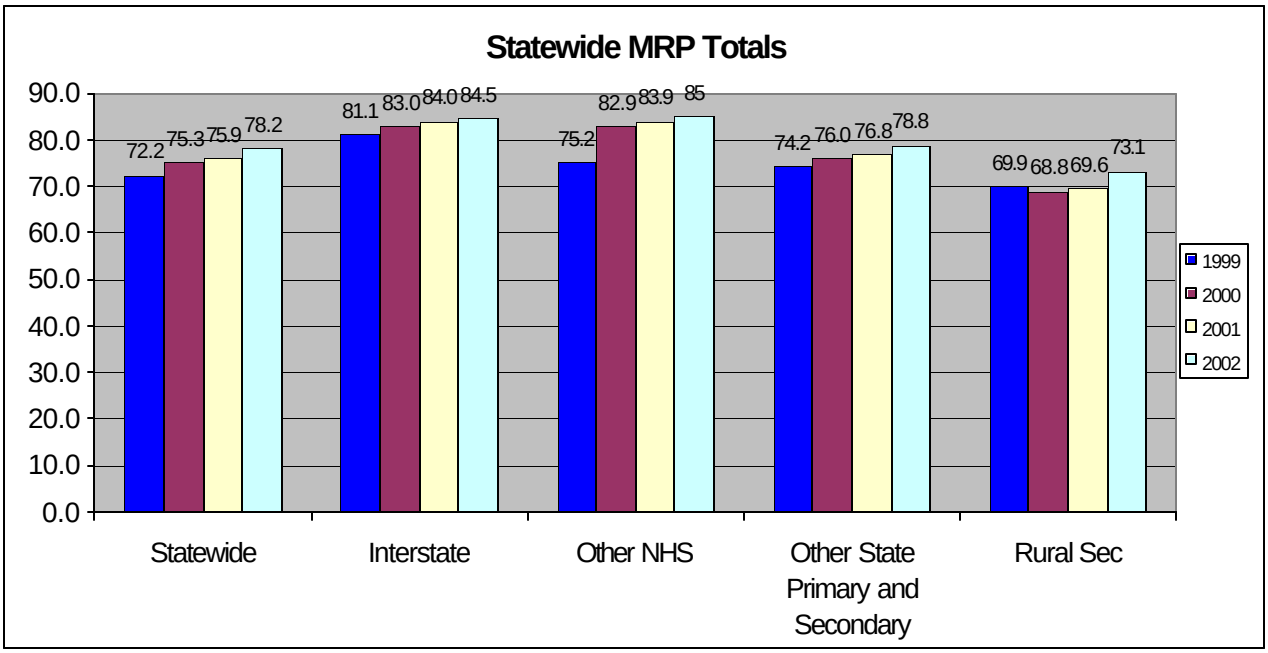
Three-person inspection teams in each district inspect each roadway segment. Data from the completed inspection forms are analyzed to produce a Rideability Score.

Improvement/Results

Our initial statewide MRP overall score target is 80. This score is a combination of weighted scores for attributes. Some attributes have higher expectations than others. For example, a higher expectation is established for pavement potholes on an interstate, than potholes on a rural road. The initial measurement did not reflect the weighted scoring approach so comparisons between years are provided to identify an overall improvement.

The calendar year **2002 MRP** total statewide score was **78.2,** which is an **increase of 2.3** points from 2001 year score of 75.9.

Scores for this year range from 84.5 for our Interstates to 73.14 for our Rural Secondary Roads. Additional resources and initiatives must be allocated to Rural Roadways to stimulate an overall improvement in this measurement. However, we did experience a significant increase in the Rural Secondary Score from 69.6 to 73.1.



The next section provides information on the attributes used to determine the MRP score. Attributes are the key physical characteristics associated with roadways. Some characteristics are not applicable for all types of roadways.

There appears to be a correlation between Statewide MRP scores and customer satisfaction based on the Customer Satisfaction Survey conducted by the University of Kentucky Survey Research Center. As Statewide MRP scores have increased every year, overall satisfaction with the highway system has increased. However, even though overall satisfaction with the highway system has increased, customer satisfaction with maintenance response time and pavement condition has decreased.

Statewide MRP Total Scores				
Attribute	**Score**	**Range**	**2002 Grade**	**2001 Grade**
Rideability Score	71.2	70.8 – 71.6	C	C
Bridges With No End Bump Greater Than 1”	76.1	66.3 – 86.0	C	C
Segments With Appearance Rated “Acceptable” or Better (3.0)	86.6	85.3 – 87.9	B	B
Segments Without a Reported Vertical Clearance Obstruction Less Than 15 Feet	71.8	70.3 – 73.4	C	D
Segments Without a Reported Visual Obstruction	90.5	89.5 – 91.5	A	A
Segments With R.O.W. Fencing Reported to be Functional	94.0	92.6 – 95.4	A	A
Segments With Guardrail Reported to be Fully Within Height Specifications	73.3	70.4 – 76.3	C	C
Segments With Guardrail Reported to Have No Damage	87.9	85.8 – 90.1	B	B
Segments With Attenuator or Rail End Reported to Have No Damage	86.7	83.6 – 89.8	B	B
Segments With Barrier Wall Reported to be Fully Functional	98.5	95.8 – 101.2	A	A
Average Number of Potholes per Mile (6”x6”x1” or larger) (The fewer number of potholes, the higher the score)	66.2		D	F
Segments With No Reported Rutting Greater than 0.25”	92.4	91.5 – 93.4	A	A
Segments With No Reported Pavement Dropoff Greater than 1.5”	72.7	71.2 – 74.3	C	D
Segments With No Reported Shoulder Dropoff Greater than 3.0”	72.2	70.6 – 73.8	C	D
Segments With No Reported High Shoulder	74.0	72.4 – 75.6	C	C
Average Number of Shoulder Potholes per Mile (6”x6”x1” or larger) (The fewer number of potholes, the higher the score)	44.6		F	F
Drains Reported to be at least 75% Open	76.9	75.6 – 78.2	C	C
Segments With Ditches Reported to be Unblocked	52.0	50.0 – 54.0	F	F
Segments With Curbs/Gutters Reported to be Unblocked	66.9	60.7 – 73.0	D	C
Segments With Average Reflectivity Measurement Greater than or Equal to 125	93.2	91.4 – 95.0	A	B
Segments With Average Yellow Reflectivity Measurement Greater than or Equal to 80	91.7	90.2 – 93.1	A	B
Guide Sign Faces Meeting Specifications	86.3	84.8 – 87.7	B	B
Guide Sign Assemblies Meeting Specifications	84.5	82.3 – 86.8	B	C
Warning and Regulatory Sign Faces Meeting Specifications	81.5	79.7 – 83.2	B	C
Warning and Regulatory Sign Assemblies Meeting Specifications	79.4	77.4 – 81.4	C	D
TOTAL SCORE	**78.2**		**C**	**C**

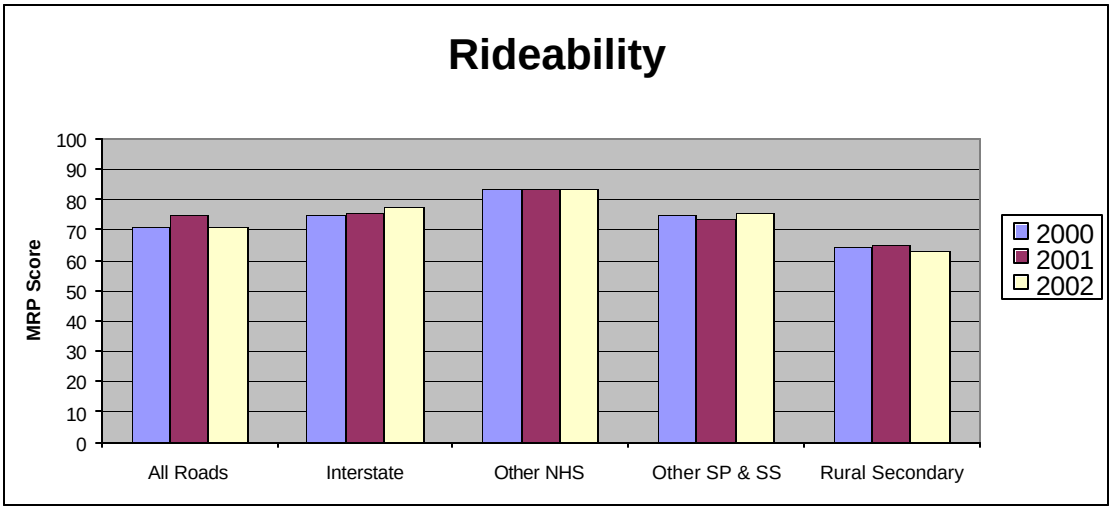
Green letters indicate improvement in score from 2001. Red letters indicate degradation in score from 2001.

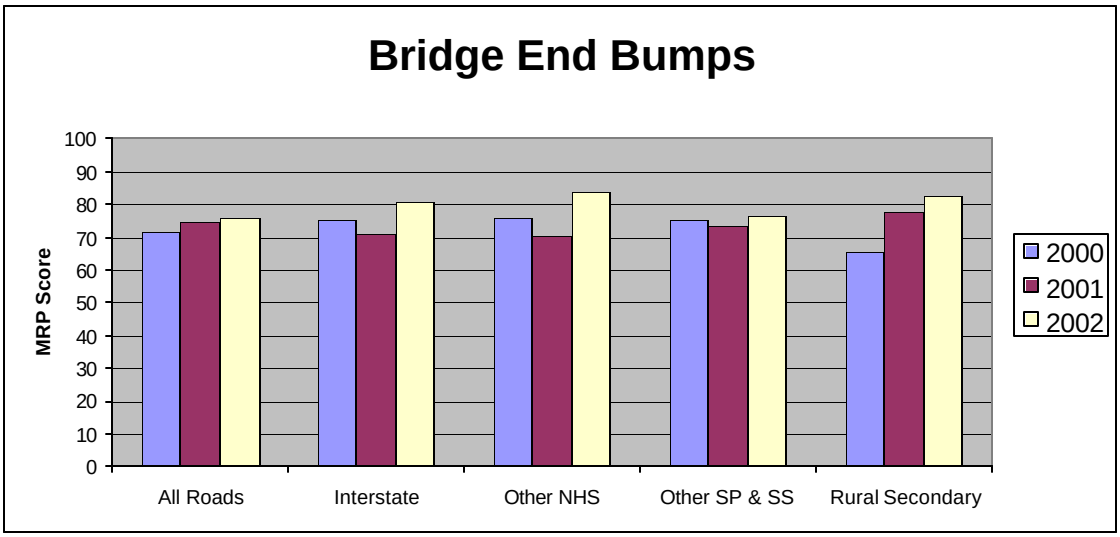
Attribute	Expectation	2002 Grade	Difference	2003 Priority
Rideability Index	71.5	71.2	**-0.3**	14
Bridge End Bumps	80.7	76.1	**-4.6**	12
Appearance	79.7	86.6	6.9	
Vertical Obstructions	79.7	71.8	**-7.9**	10
Visual Obstructions	83.1	90.5	7.4	
Fencing	85.5	94.0	8.5	
Guardrail Out of Spec.	82.0	73.3	**-8.7**	8
Guardrail Damages	82.0	87.9	5.9	
Attenuators Damaged	82.0	86.7	4.7	
Barrier Walls	86.4	98.5	12.1	
Pavement Potholes	79.3	66.2	**-13.1**	4
Rutting	78.1	92.4	14.3	
Pavement Dropoff	83.1	72.7	**-10.4**	7
Shoulder Dropoff	82.9	72.2	**-10.7**	6
High Shoulder	80.7	74.0	**-6.7**	11
Shoulder Potholes	79.2	44.6	**-34.6**	1
Drains	79.2	76.9	**-2.3**	13
Ditches	79.2	52.0	**-27.2**	2
Curbs & Gutters	80.9	66.9	**-14.0**	3
White Stripe Reflectivity	81.8	93.2	11.4	
Yellow Stripe Reflectivity	80.8	91.7	10.9	
Guide Signs	80.7	86.3	5.6	
Guide Sign Assemblies	80.7	84.5	3.8	
Warning and Regulatory Signs	92.3	81.5	**-10.8**	5
Warning and Regulatory Sign Assemblies	87.7	79.4	**-8.3**	9

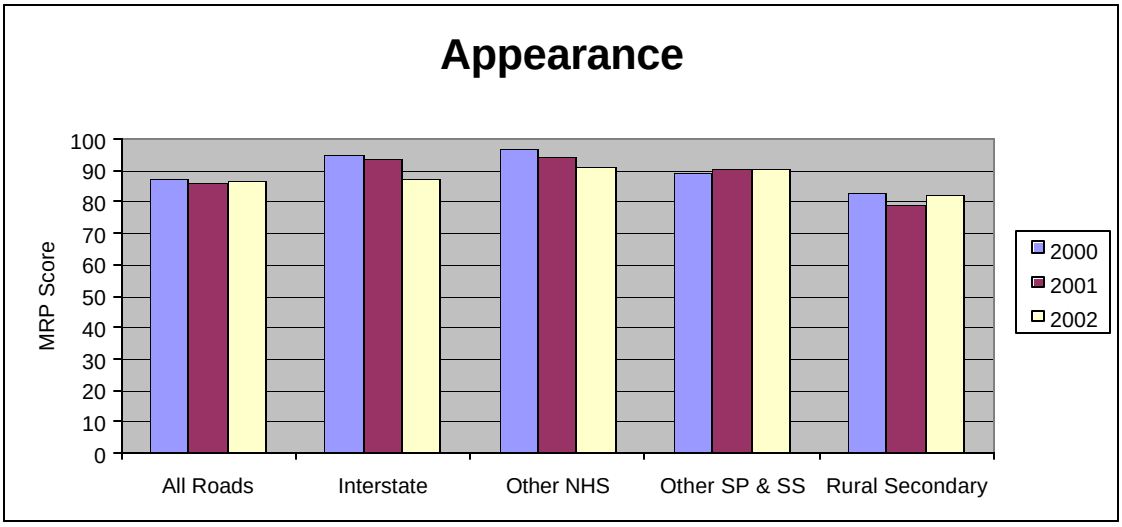
The table above shows our current MRP Attribute Scores and the difference between the actual score and the expectation assigned to that particular attribute. The expectation has been weighted for each attribute so that the total score will equal a score of 80.02 for the state. The red numbers indicate attributes requiring improvement in order to reach the targeted expectation. The priority for each attribute was determined by the difference between the actual score and the expectation. Shoulder potholes require the most attention if we are to achieve our expectation.

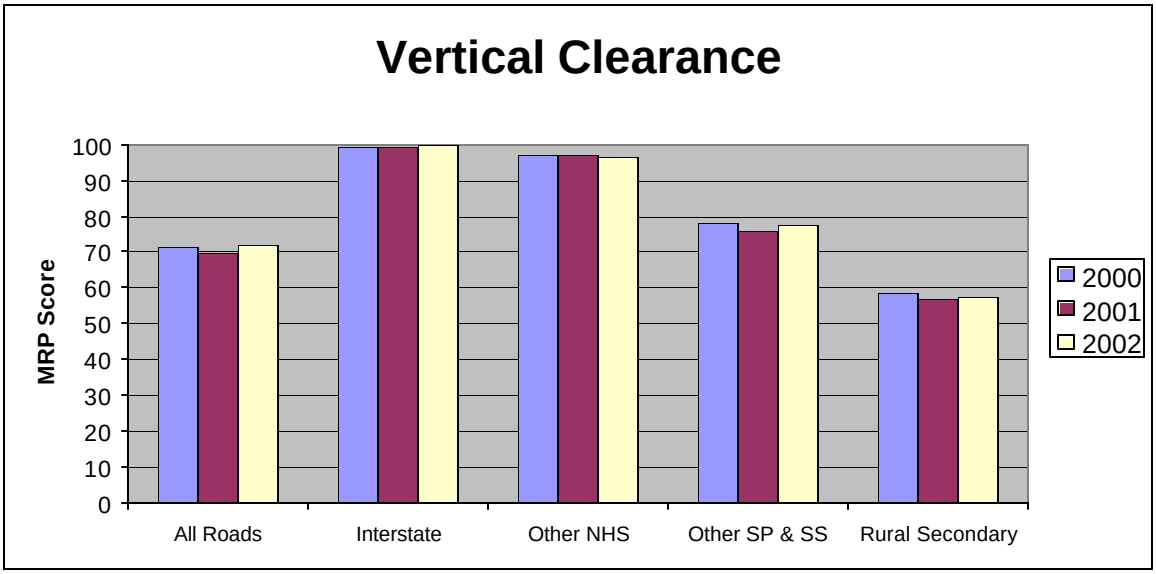
While the above table provides the total score for all roads for each attribute, the following charts show each attribute broken down by road type since 2000.

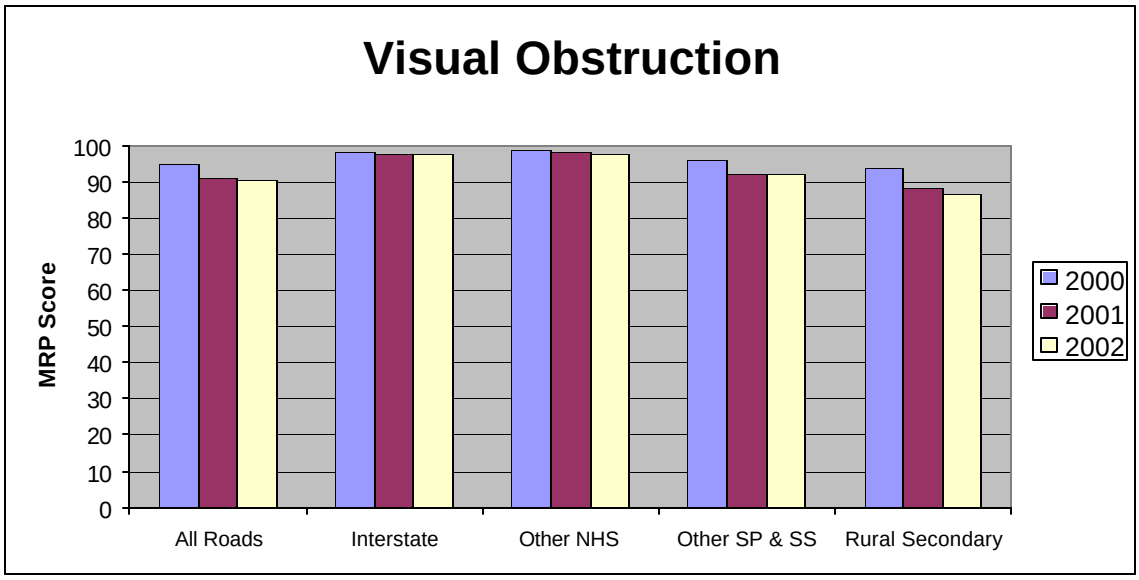
Statewide Feature Scores by Road Type

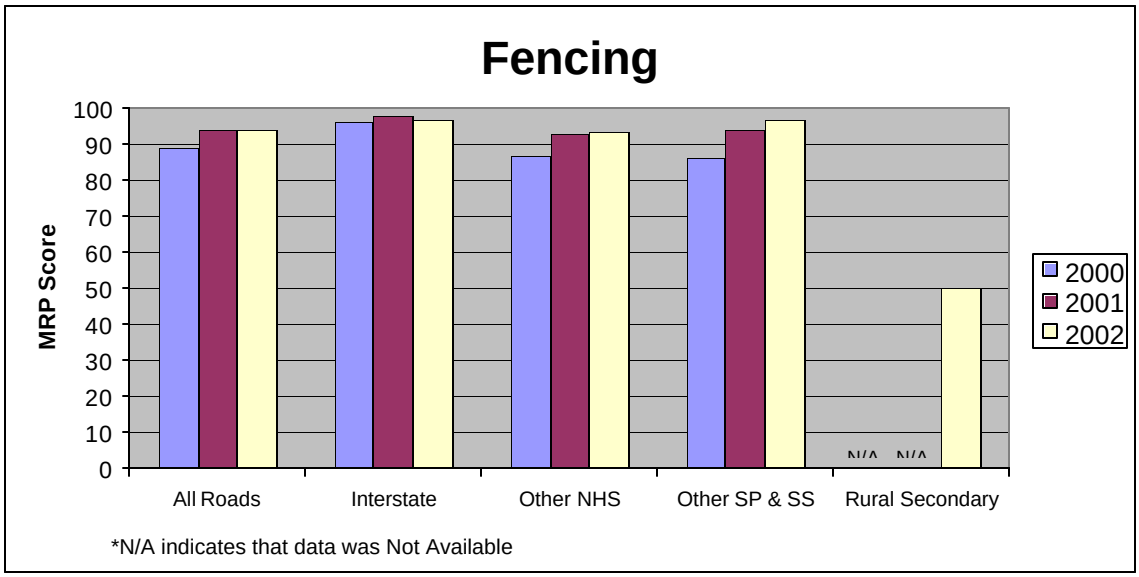


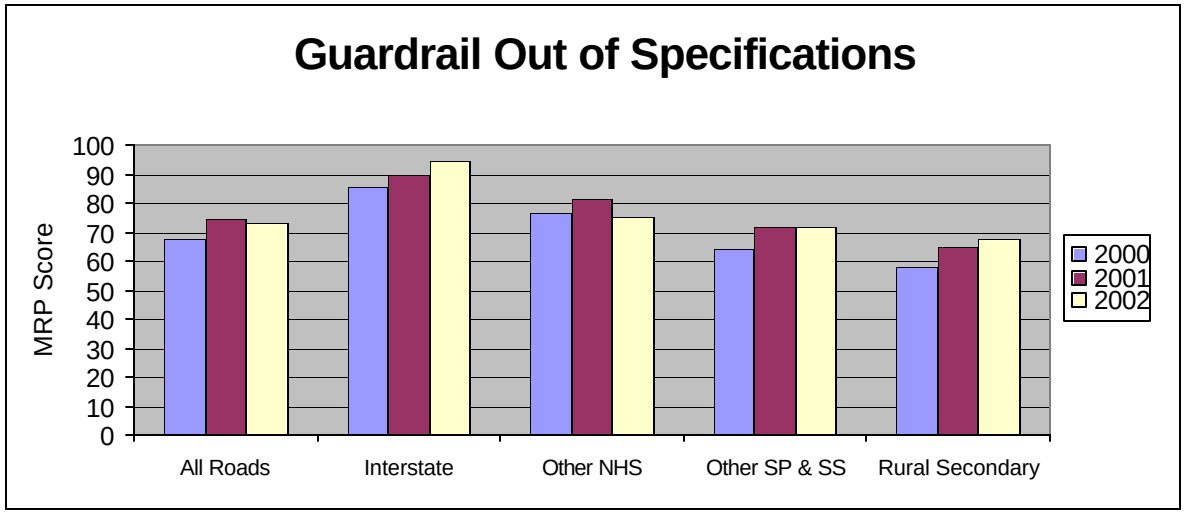


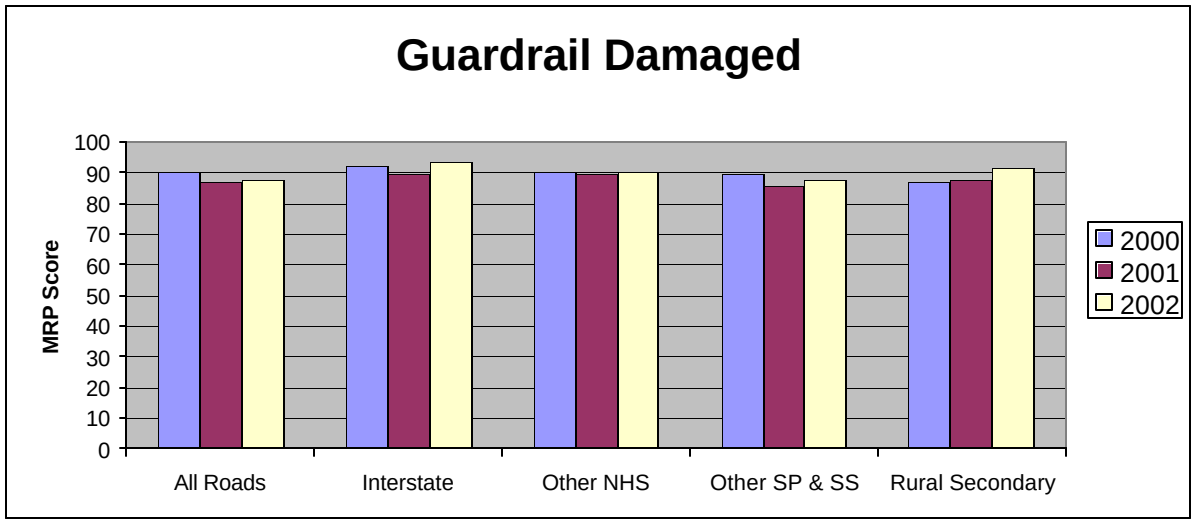


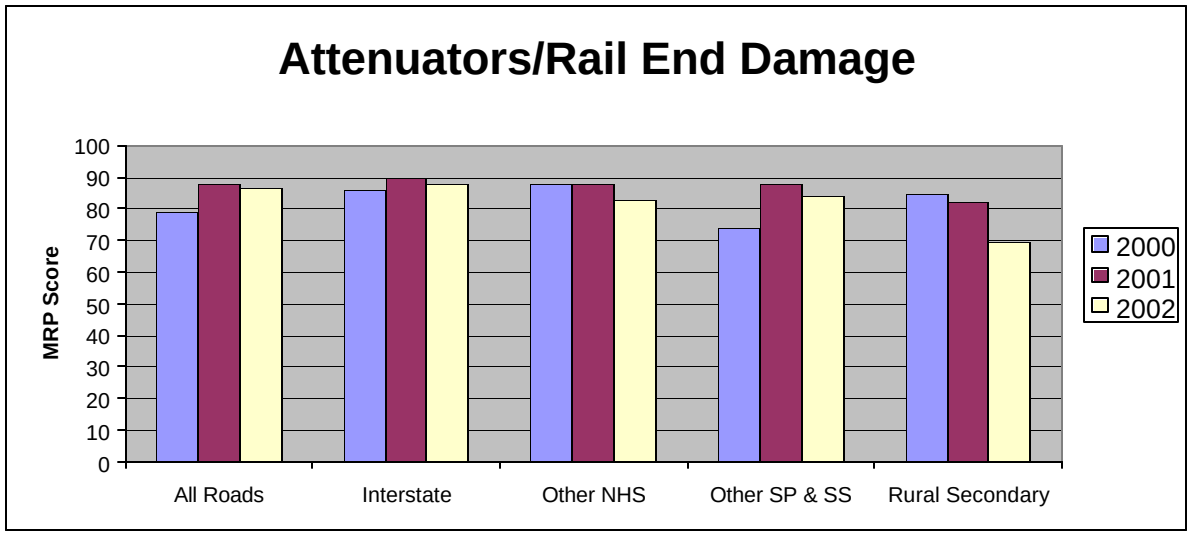

Vertical Clearance
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002

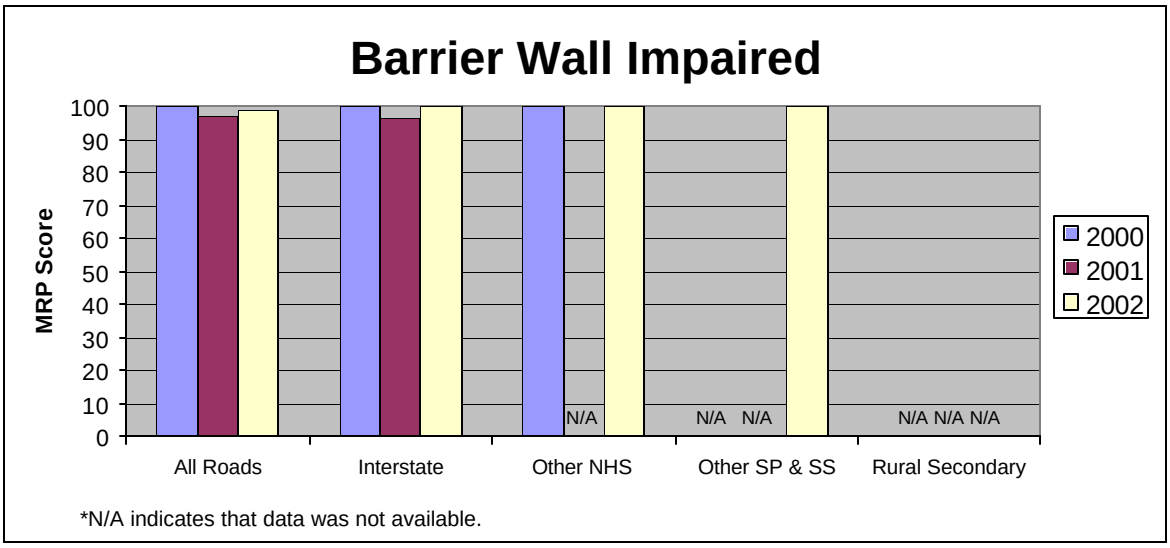

Visual Obstruction
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002

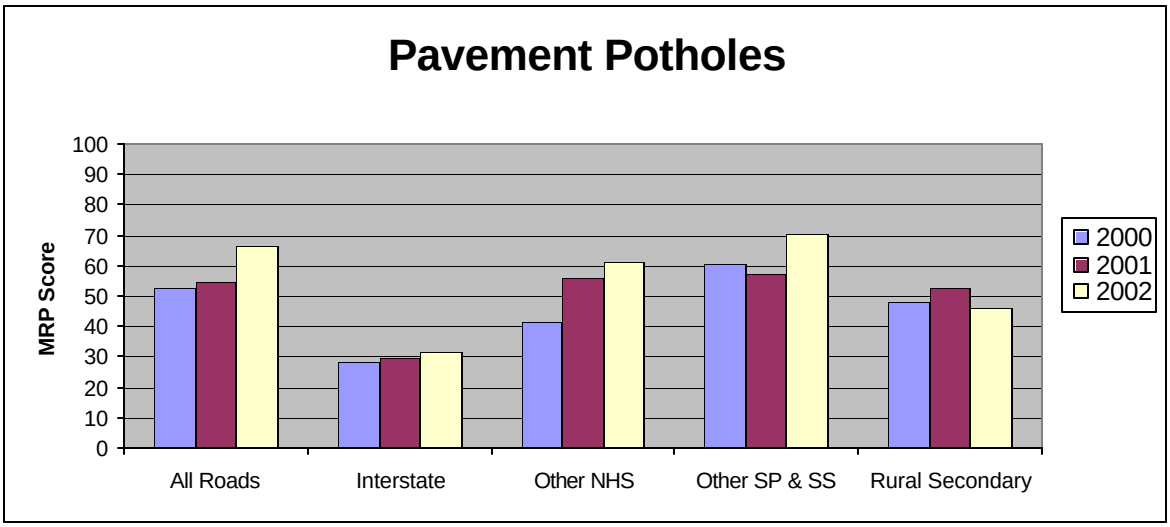

Fencing
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002
*N/A indicates that data was Not Available

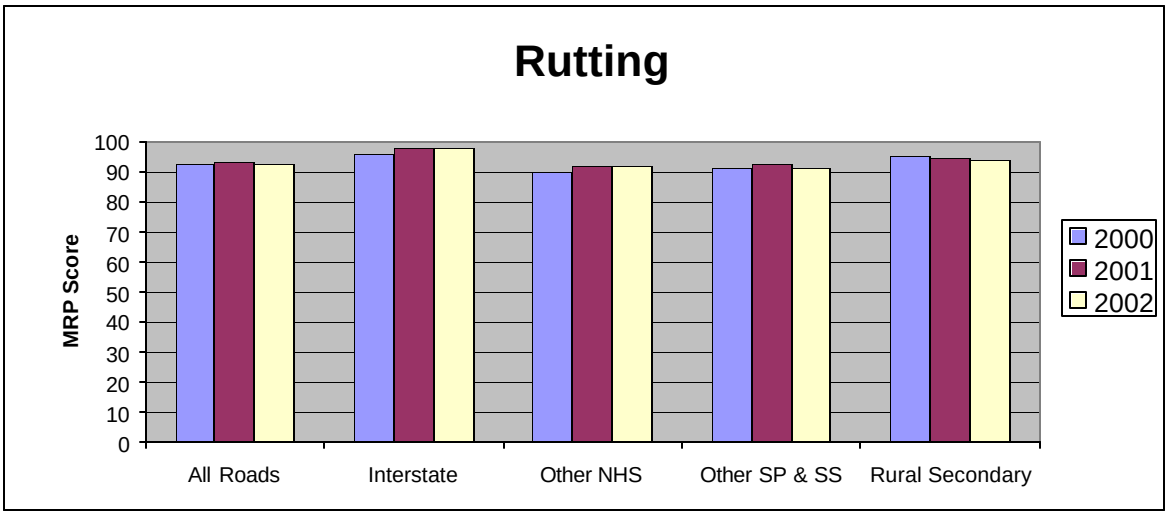

Guardrail Out of Specifications
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002

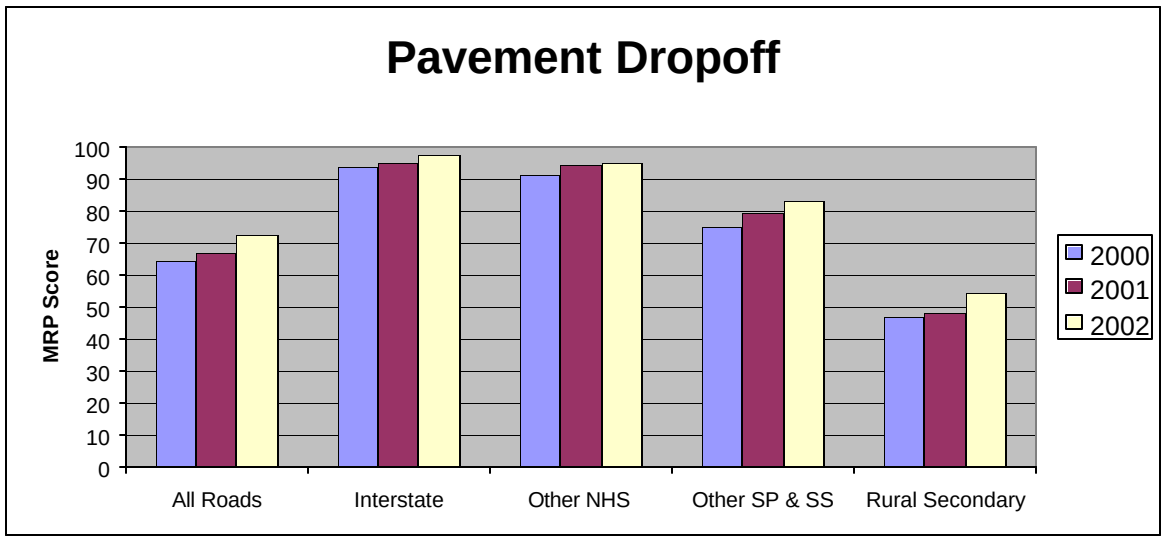

Guardrail Damaged
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002

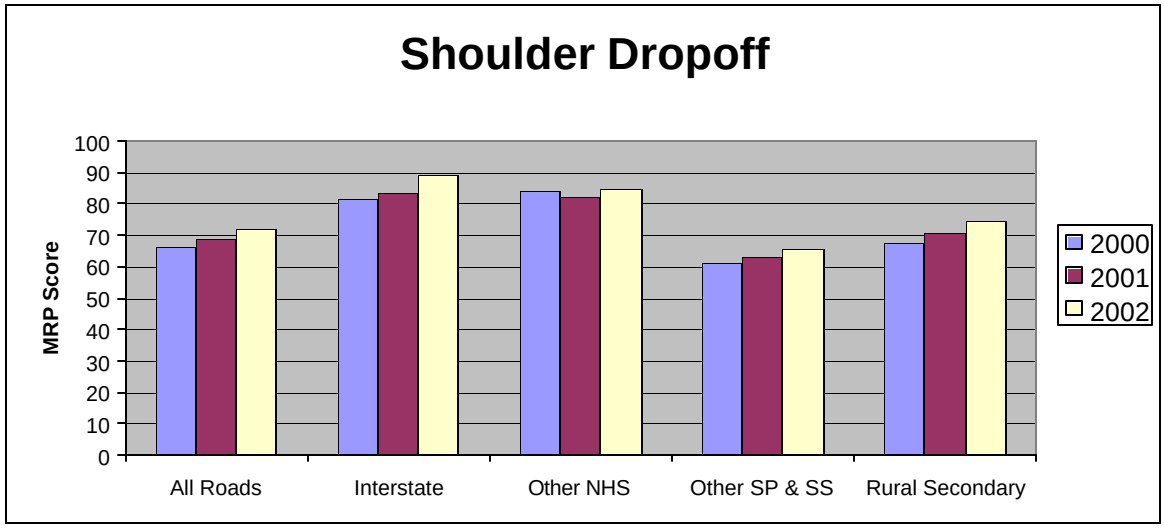

Attenuators/Rail End Damage
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002

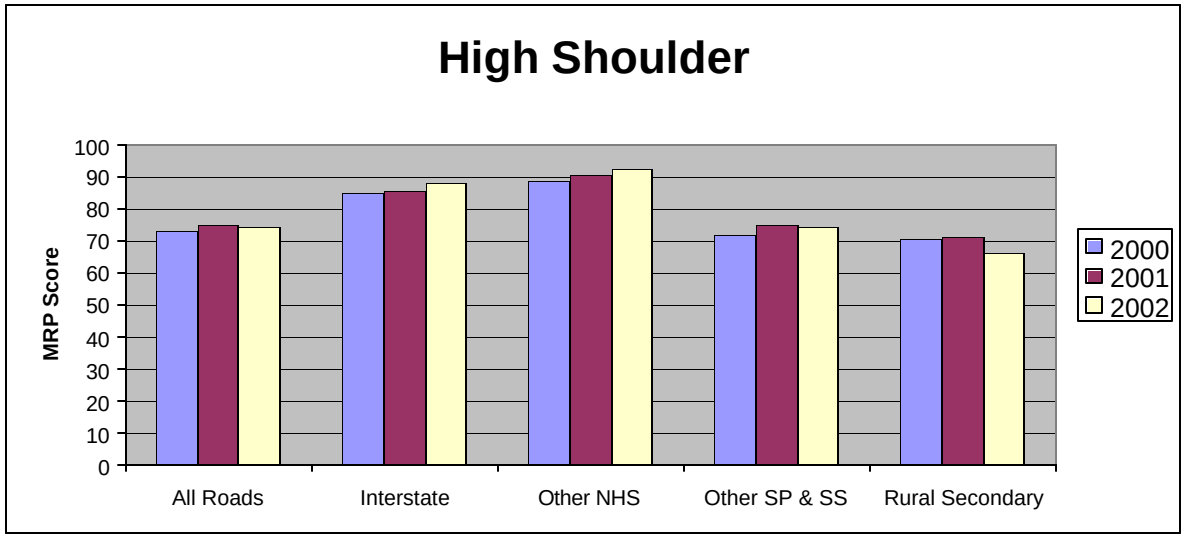

Barrier Wall Impaired
MRP Score
100
90
80
70
60
50
40
30
20
10
0
N/A
N/A N/A
N/A N/A N/A
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002
*N/A indicates that data was not available.

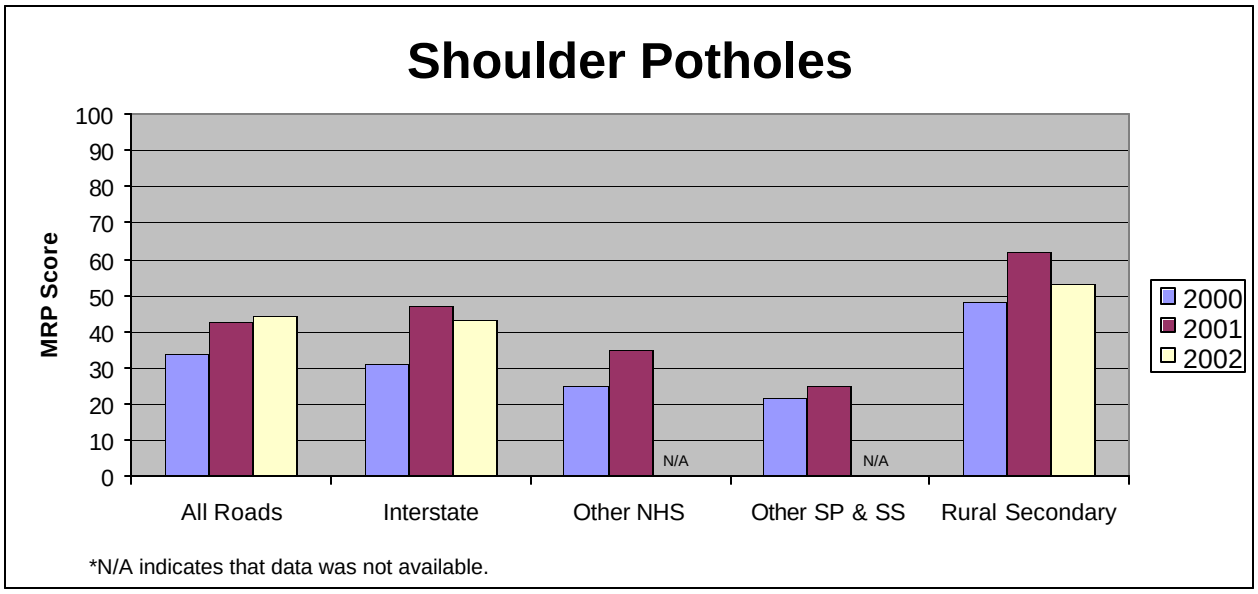

Pavement Potholes
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002


Rutting
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002


Pavement Dropoff
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002


Shoulder Dropoff
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002


High Shoulder
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002



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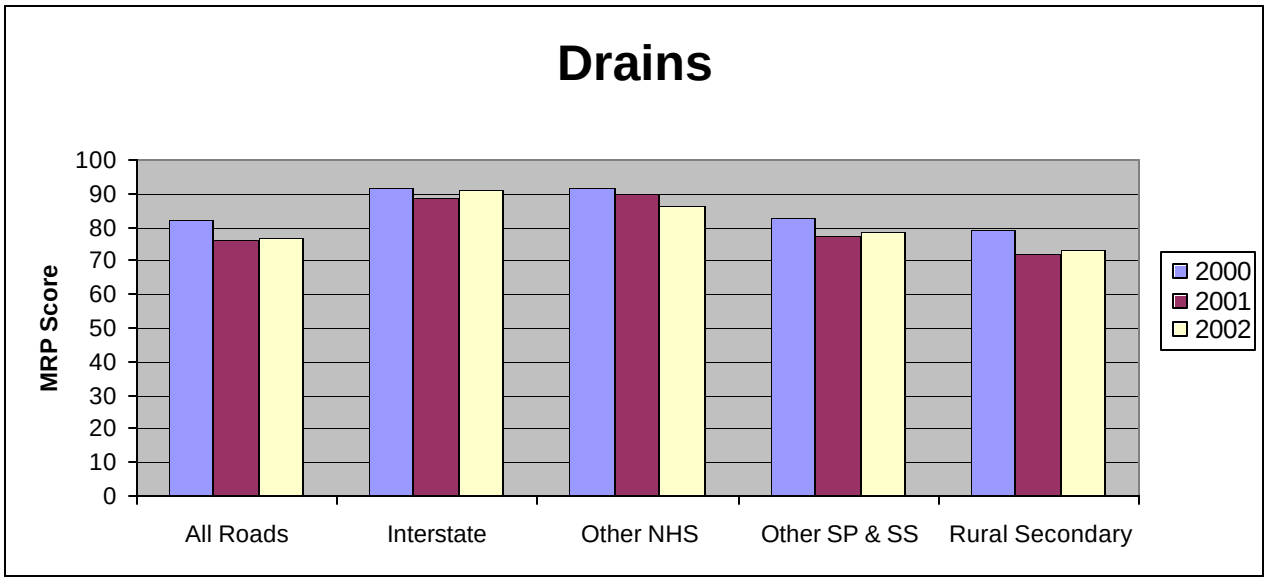
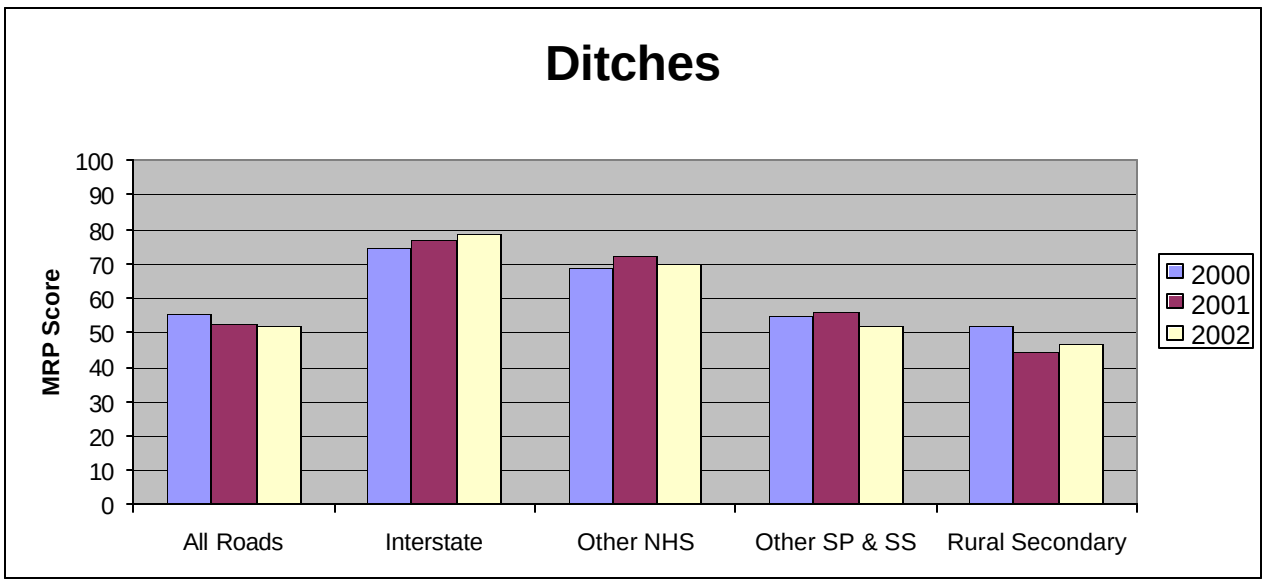
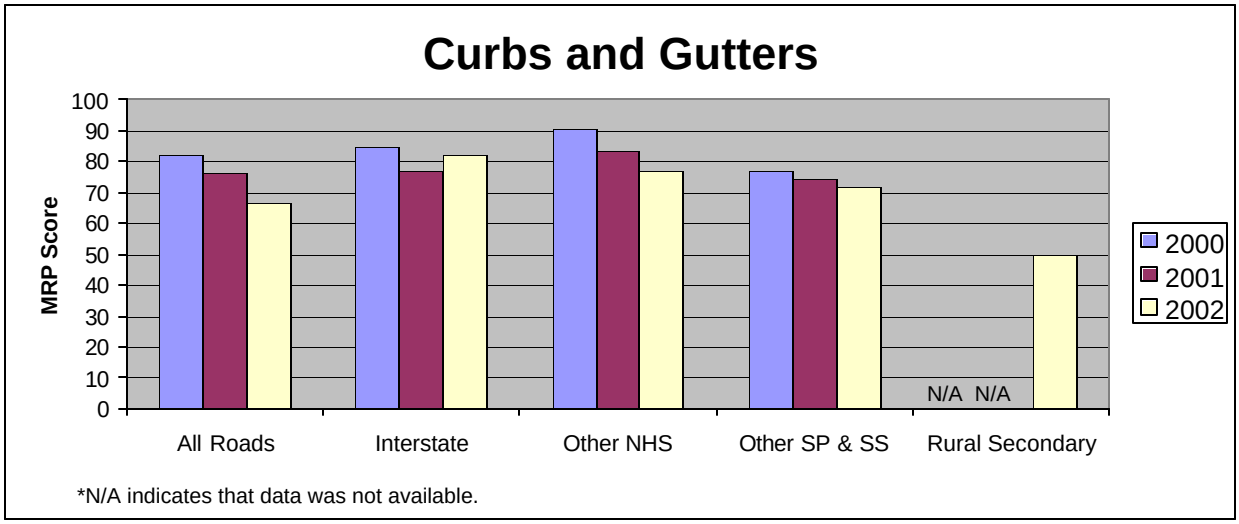
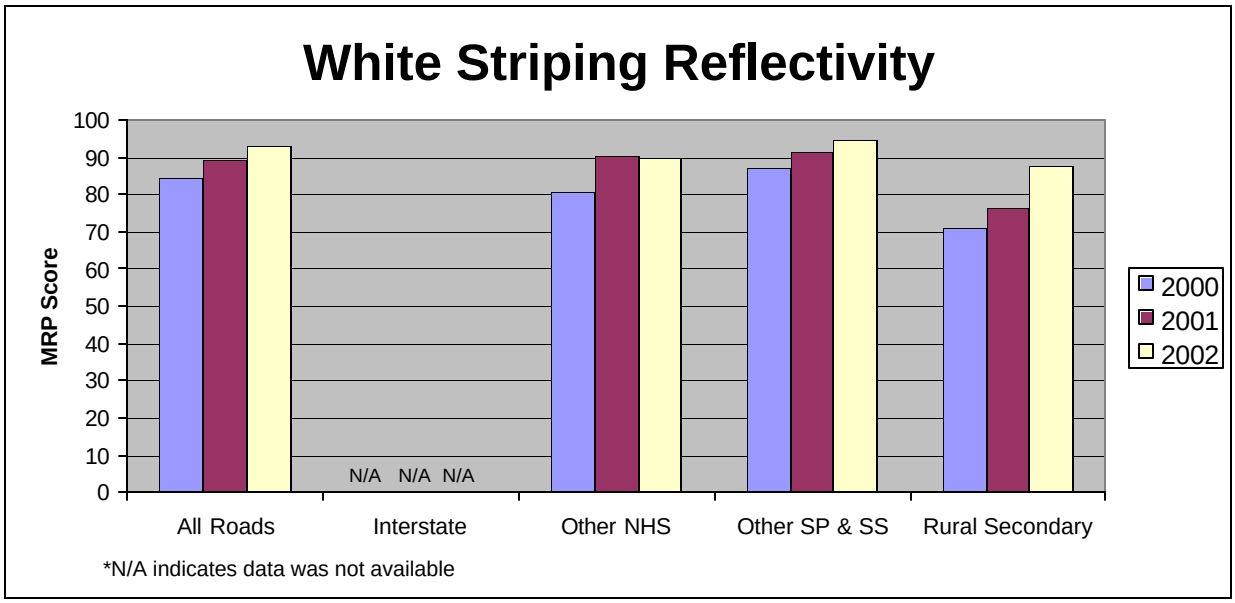
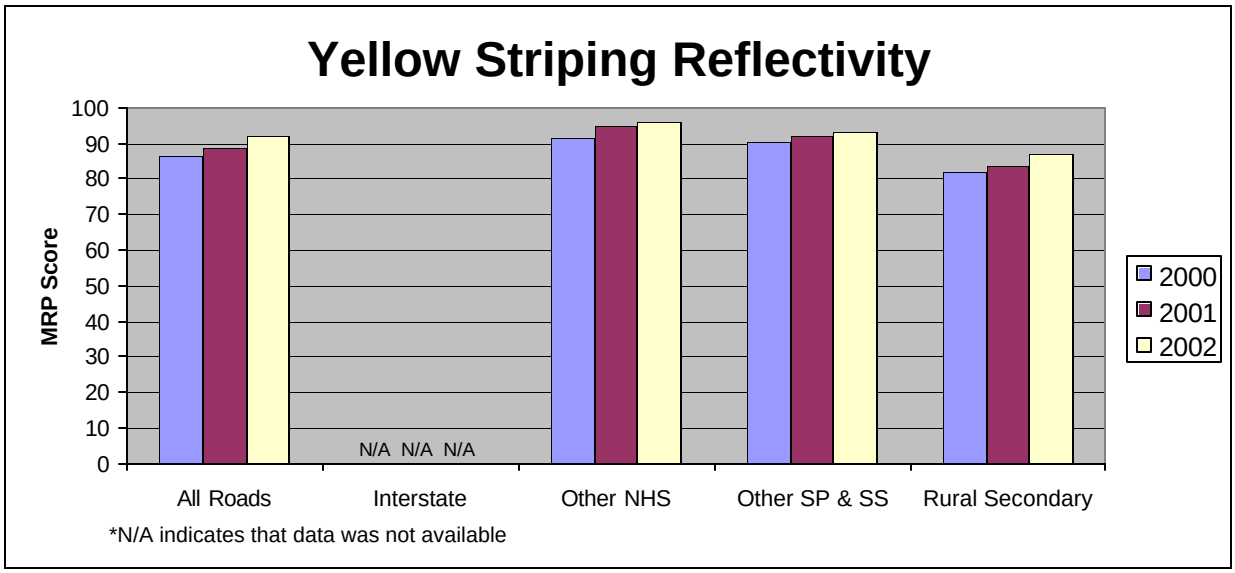
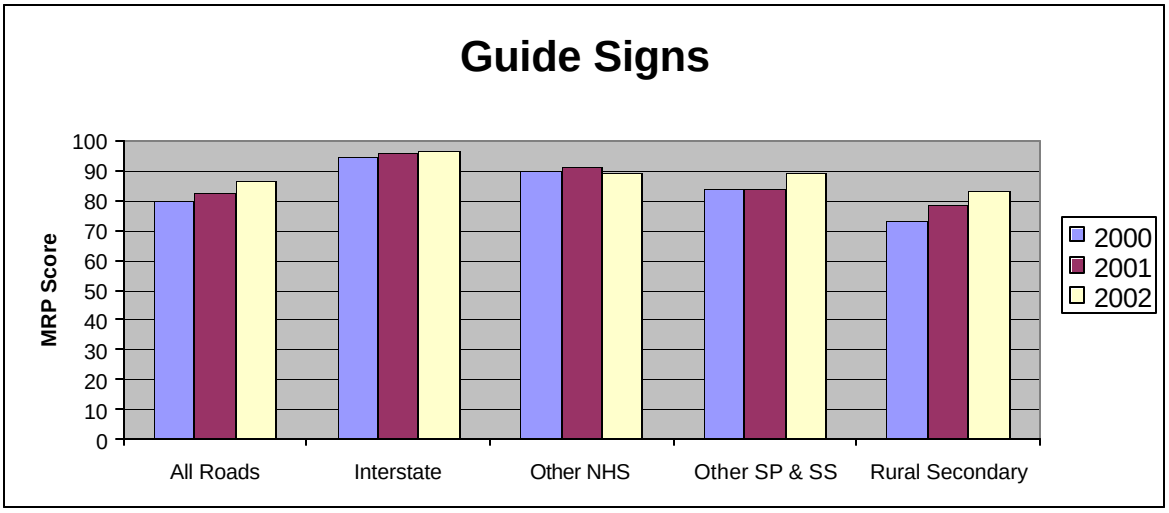


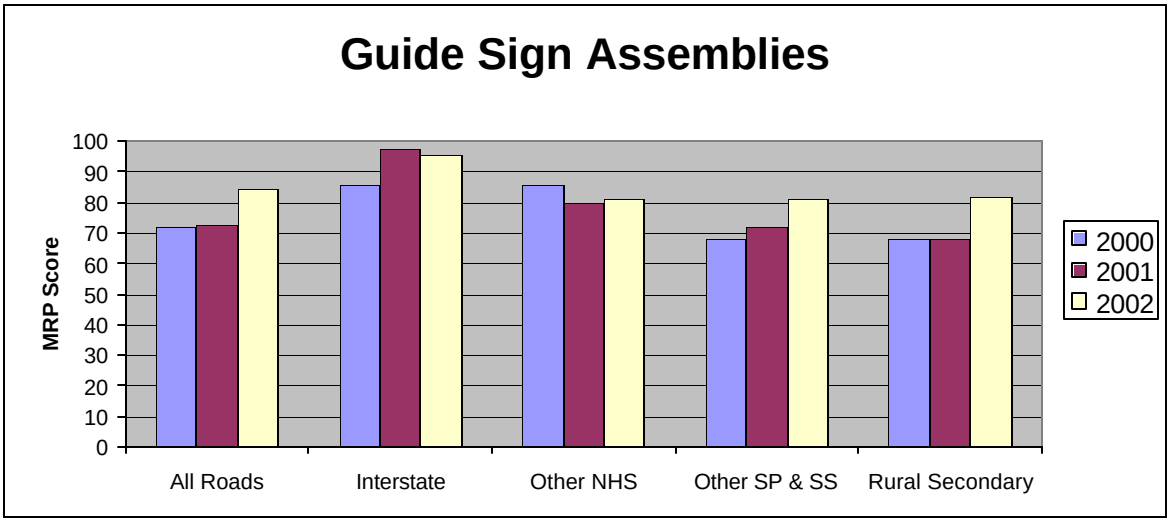


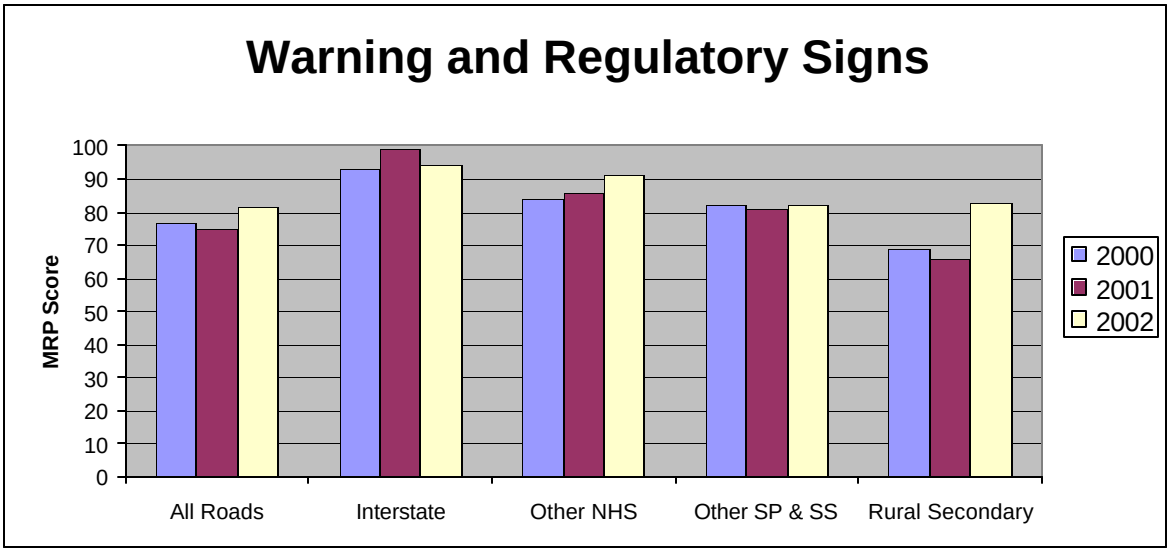

Curbs and Gutters
MRP Score
100
90
80
70
60
50
40
30
20
10
0
N/A N/A
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002
*N/A indicates that data was not available.

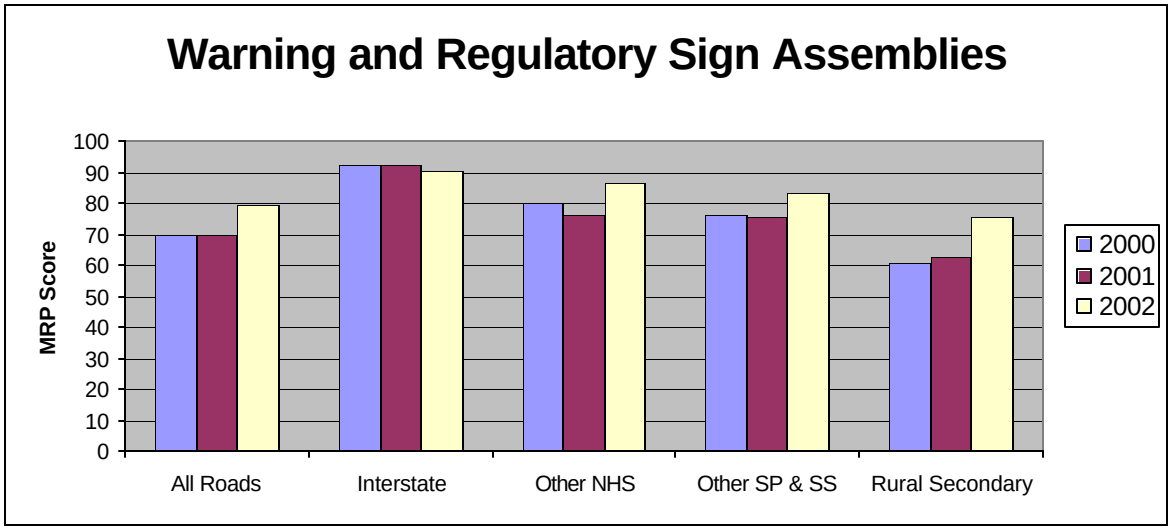

White Striping Reflectivity
MRP Score
100
90
80
70
60
50
40
30
20
10
0
N/A N/A N/A
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002
*N/A indicates data was not available


Yellow Striping Reflectivity
MRP Score
100
90
80
70
60
50
40
30
20
10
0
N/A N/A N/A
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002
*N/A indicates that data was not available

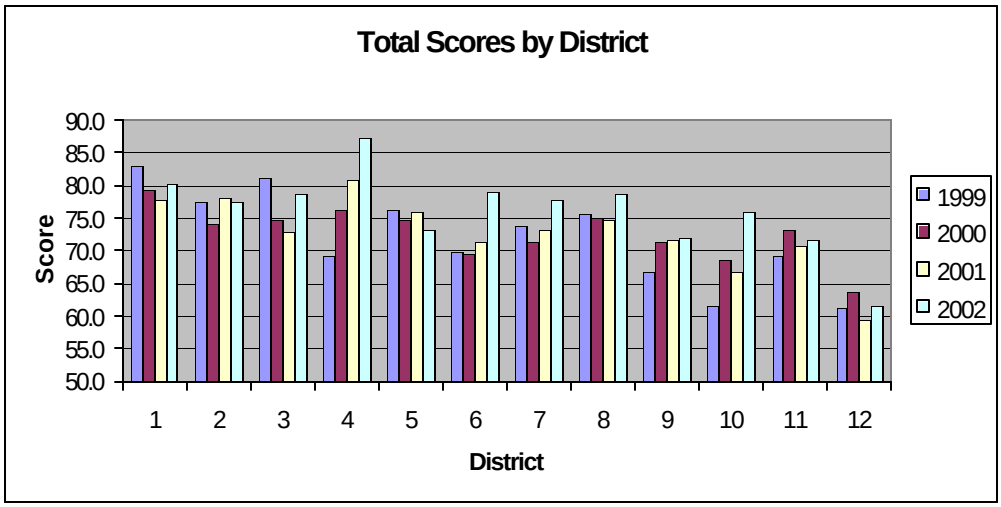

Guide Signs
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002


Guide Sign Assemblies
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002


Warning and Regulatory Signs
MRP Score
100
90
80
70
60
50
40
30
20
10
0
All Roads
Interstate
Other NHS
Other SP & SS
Rural Secondary
2000
2001
2002

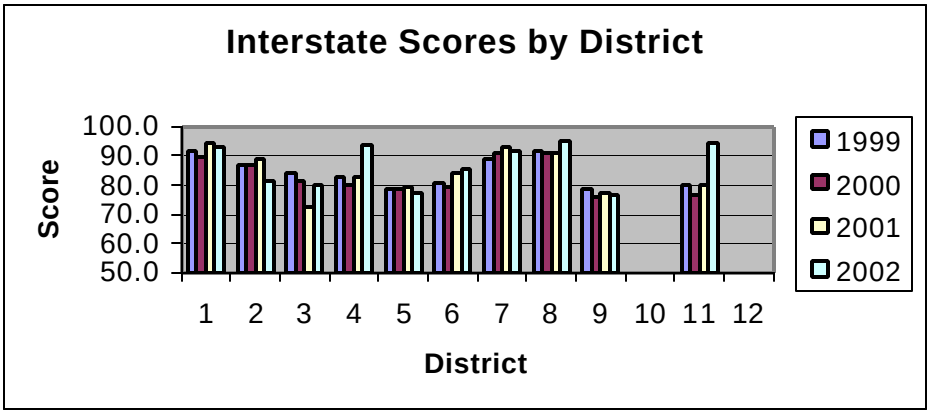


DISTRICT SCORES



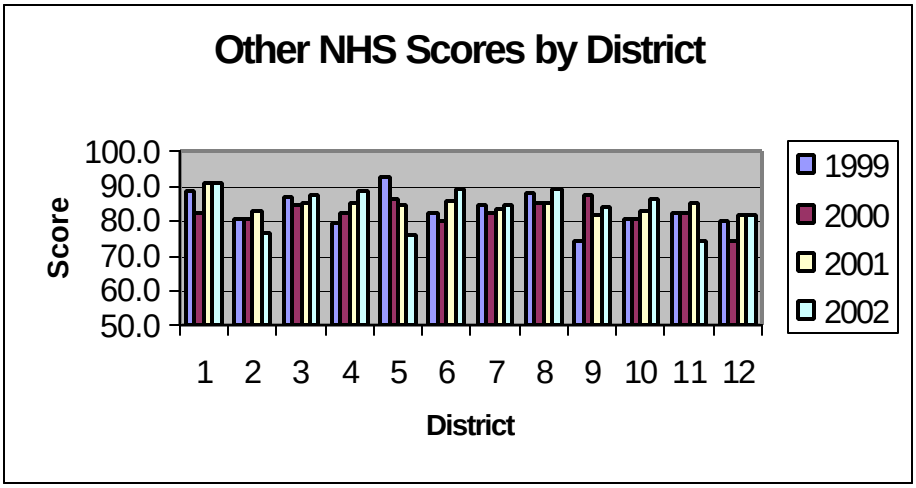
All but one District are within the 70 – 80 score range or above. Improvements are evident in 83% of the Districts across the State. Based on this year's scores, "best practices" should be shared by District 1 and 4 with the other Districts. They were the only two Districts to score above 80. District 10 may also have some "best practice" information to share since they experienced the largest increase in score with +9.1.

	1	2	3	4	5	6	7	8	9	10	11	12
1999	82.9	77.4	81.2	69.2	76.2	69.8	73.7	75.6	66.7	61.5	69.3	61.1
2000	79.1	74.2	74.7	76.3	74.7	69.5	71.4	74.9	71.4	68.5	73.2	63.6
2001	77.7	78.1	72.9	80.8	75.9	74.1	73.2	74.7	71.5	66.8	70.7	59.3
2002	80.1	77.5	78.6	87.2	73.2	79.0	77.6	78.7	71.9	75.9	71.5	61.5
Point Change from 2001 to 2002	+2.4	-0.6	+5.7	+6.4	-2.7	+4.9	+4.4	+4.0	+0.4	+9.1	+0.8	+2.2



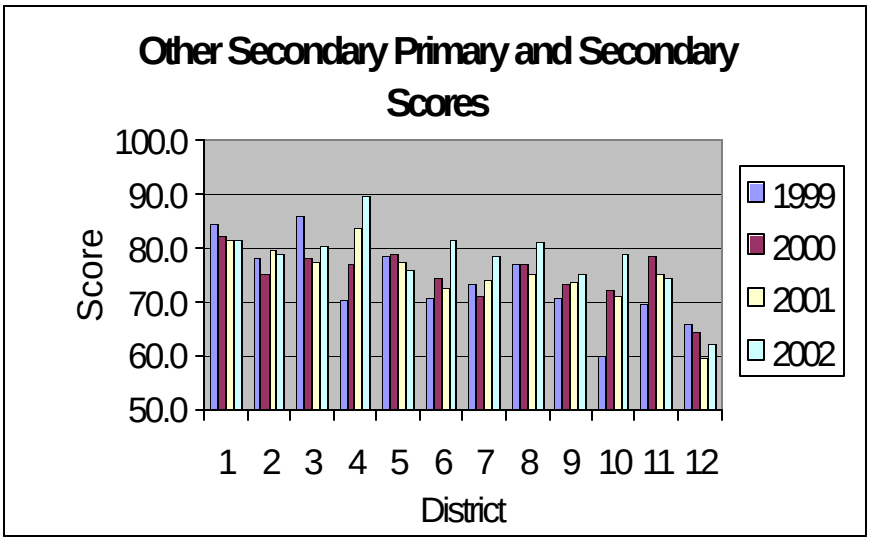
Interstate scores for Districts 10 and 12 are not applicable. The data shows all Districts are above 70 with seven of the 10 above 80. Districts 3, 5, and 9 are below the score of 80. However, half of the 10 applicable Districts have shown a decrease in score from 2001. Districts 3, 5, and 9 need improvement to reach the target score of 80.

	1	2	3	4	5	6	7	8	9	10	11	12
1999	91.4	87.0	83.8	82.7	78.6	80.6	88.7	91.9	78.6	N/A	79.9	N/A
2000	89.2	87.0	81.3	80.3	78.7	79.2	90.6	91.0	75.7	N/A	76.5	N/A
2001	94.5	88.8	72.7	82.8	79.3	83.8	93.0	90.6	77.6	N/A	80.2	N/A
2002	93.0	81.5	79.8	93.3	77.1	85.5	91.7	94.7	76.7	N/A	94.6	N/A
Point Change from 2001 to 2002	-1.5	-7.3	+7.1	+10.5	-2.2	+1.7	-1.3	+4.1	-0.9	N/A	+14.4	N/A



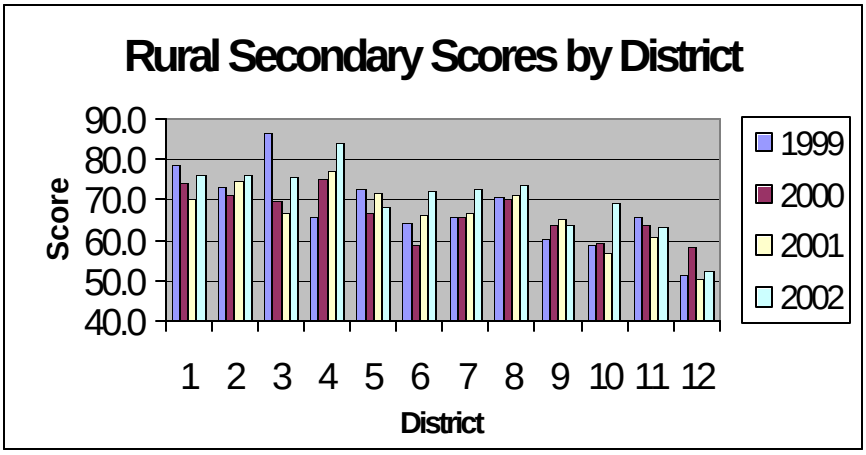
All, but two Districts are above the target score of 80. Seven of the 12 Districts increased their scores from 2001 to 2002 with an average increase in those Districts of +2.8. However, unlike in 2001 when all Districts were above the 80 goal, 2 of the 12 Districts have dropped below 80, with the largest score decrease occurring in District 11. The average decrease in scores in those Districts was –5.24. We must do something to address the drastic decrease in score in District 11, as well as the large decreases in Districts 2 and 5.

	1	2	3	4	5	6	7	8	9	10	11	12
1999	88.9	80.5	86.6	79.3	92.5	82.3	84.6	88.3	74.1	80.9	82.5	79.8
2000	85.2	80.4	84.9	82.4	86.3	79.9	82.5	85.1	87.5	80.7	82.4	74.1
2001	91.1	82.7	85.2	85.0	84.4	85.5	83.7	85.2	81.9	82.8	85.1	81.8
2002	90.9	76.6	87.6	88.9	76.3	89.0	84.4	89.0	83.8	86.3	74.3	81.7
Point Change from 2001 to 2002	-0.2	-6.1	+2.4	+3.9	-8.1	+3.5	+0.7	+3.8	+1.9	+3.5	-10.8	-0.1



Districts 1, 3, 4, 6, and 8 scored above 80. The remaining Districts scored within the 70-80 range, with the exception of District 12 at 62.3. However, 66% of the Districts increased their scores this year with the average increase of 5.0. This indicates, for the most part, we are experiencing a positive trend in this area.

	1	2	3	4	5	6	7	8	9	10	11	12
1999	84.4	78.0	85.9	70.3	78.5	70.6	73.3	77.2	70.8	59.9	69.7	65.7
2000	82.3	75.4	78.3	77.0	79.0	74.6	71.2	76.9	73.3	72.3	78.5	64.5
2001	81.5	79.8	77.5	83.7	77.5	72.5	74.2	75.1	73.7	71.1	75.1	59.7
2002	81.4	79.1	80.3	89.7	76.0	81.7	78.5	81.1	75.3	78.9	74.3	62.3
Point Change from 2001 to 2002	-0.1	-0.7	+2.8	+6.0	-1.5	+9.2	+4.3	+6.0	+1.6	+7.8	-0.8	+2.6



This category still appears to present the biggest challenge for the Cabinet. Scores in this category are still below expectations. For the first time since 1999, one of the Districts (District 4), is above the target goal of 80. We have seen an increase in scores in 83% of the Districts, with an average increase of 5.27. We will still need to place additional emphasis on this area to continue to increase our scores to 80.

	1	2	3	4	5	6	7	8	9	10	11	12
1999	78.3	73.2	86.5	65.9	72.6	64.0	65.8	70.8	60.3	58.7	65.7	51.4
2000	74.2	71.3	69.9	75.0	66.8	58.5	65.6	70.2	63.9	59.2	63.5	58.3
2001	70.3	74.8	66.8	77.1	71.7	66.1	66.8	71.1	65.2	56.6	60.8	50.1
2002	76.3	76.0	75.6	84.2	68.0	72.3	72.4	73.6	63.5	69.3	63.2	52.5
Point Change from 2001 to 2002	+6.0	+1.2	+8.8	+7.1	-3.7	+6.2	+5.6	+2.5	-1.7	+12.7	+2.4	+2.4

	District with the **HIGHEST** Rating			District Showing the **MOST** Improvement		
	2000	**2001**	**2002**	**2000**	**2001**	**2002**
TOTAL SCORE	1	4	1	4	6	10
INTERSTATE	8	1	8	7	1	11
OTHER NHS	9	1	1	9	12	4
OTHER SP & SS	1	4	4	10	4	6
RURAL	4	4	4	4	6	10

"Best practice" sharing needs to occur within the Districts. District 4 has maintained the highest rating for rural roads for the last three years. Their practices need to be shared throughout all Districts to promote a positive increase in scores for the next year. The Office of Quality will consider exploring the opportunities to establish a knowledge management system.

Statewide Rideability Index for Smooth Roads

Background

The Cabinet is committed to the goal of achieving and maintaining smooth riding pavements. The public's perception of pavement smoothness directly affects their overall opinion of the condition of Kentucky's highways. Achieving and maintaining smooth riding pavements on the interstate and parkway systems is especially important because a large percentage of the Commonwealth's vehicular traffic and an even larger percentage of out-of-state visitors use these roads. Maintaining smooth riding pavements is also important to the safety of the traveling public and reduces wear and tear on vehicles. MP system roads are classified as state primary roads, state secondary roads, and supplemental roads and RS system roads refers to rural secondary roads.

Purpose

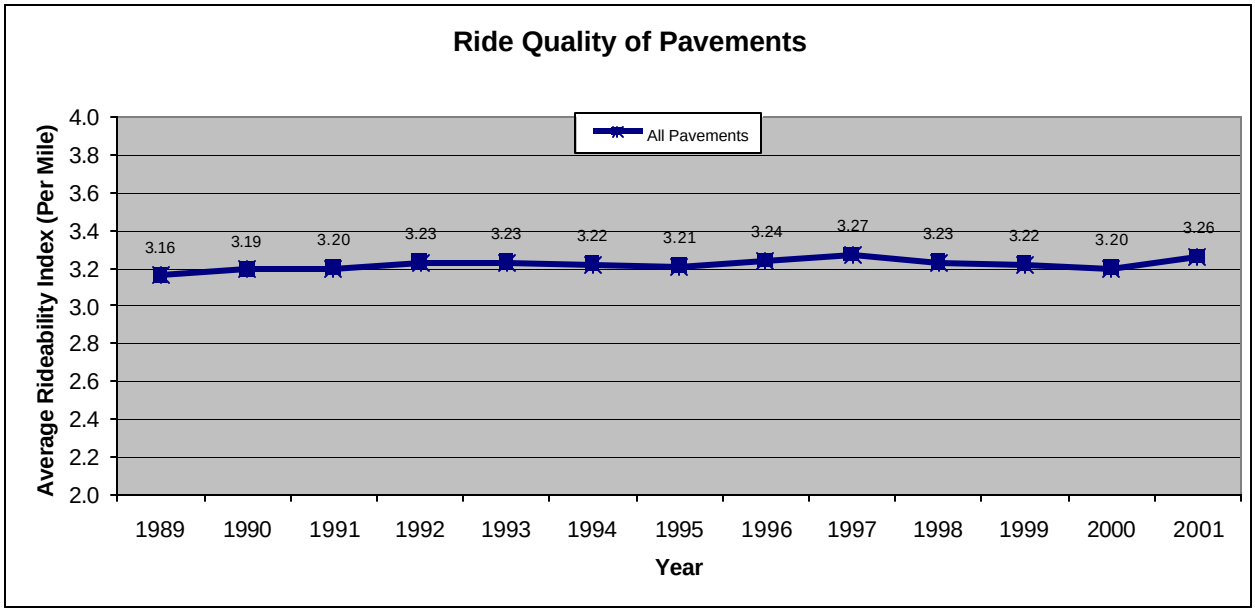
This measure tracks the yearly changes to the ride quality of highway pavements and thus, allows assessment of the Cabinet's progress to achieve and maintain smooth riding pavements.

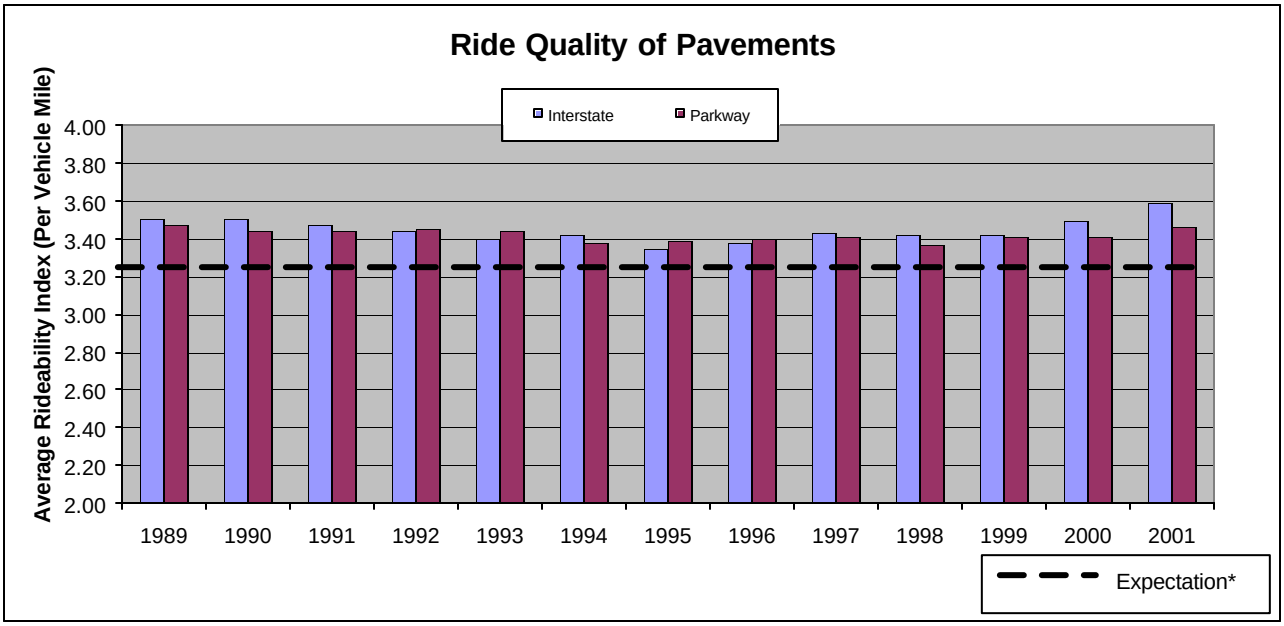
Method

Data are collected (ASTM Test Method E 1926) on highway systems (interstates, parkways, MP system and RS system). The resulting International Roughness Index is converted to a Rideability Index, which ranges from 0.0 to 5.0, where 5.0 is the ride quality of a perfectly smooth pavement and 0.0 is so poor as to require significant speed reduction to drive safely. All systems are updated annually to reflect system changes and incorporate all improvements to the pavements, such as resurfacing. Unlike the MRP data, rideability index information is collected based on calendar year, not fiscal year, so 2002 data is not available at this time.

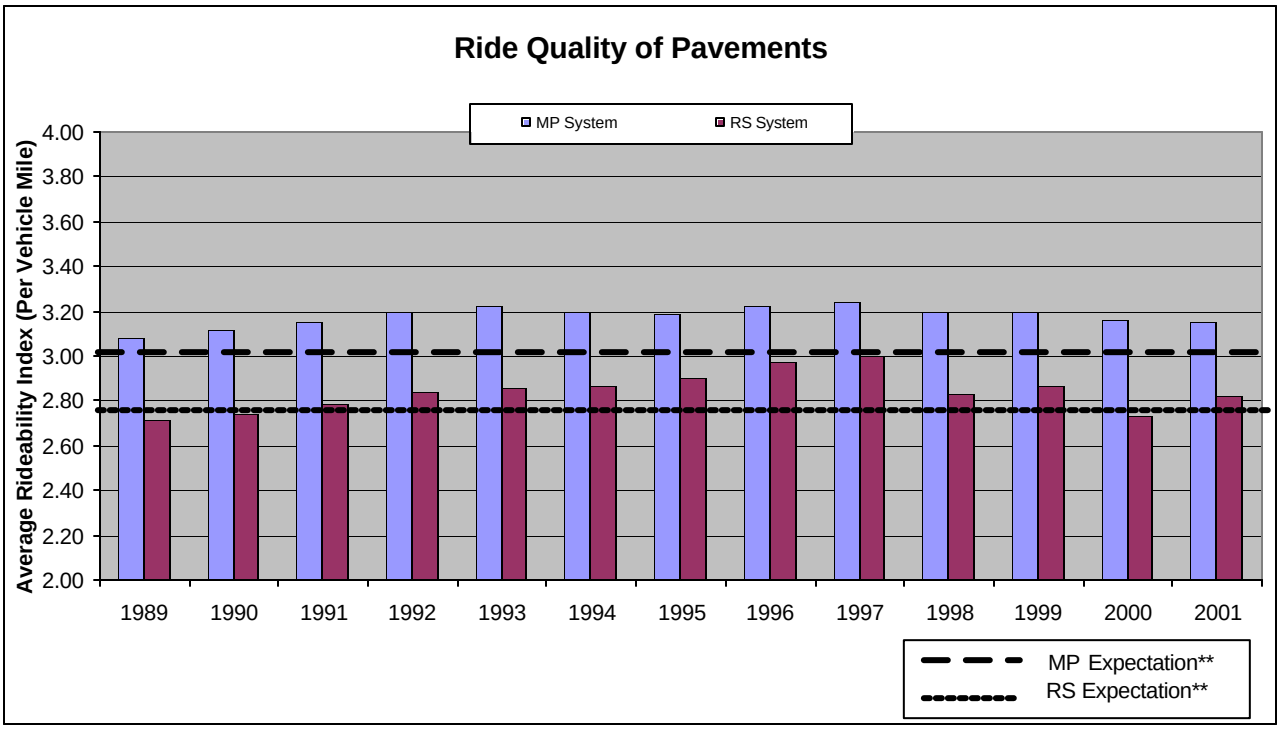
Improvement/Results

An increase in the measure indicates an improvement to the smoothness and ride quality for highway users. The ride quality of all pavements has experienced an increase in 2001, which hopefully indicates the start of an upward trend from the past three years. The Rideability Index for Interstate and Parkway pavements has changed only slightly over the past 12 years, but 2001 has seen the highest Interstate scores since 1989 with a score of 3.59. For the MP and RS systems, there has been a slight decreasing trend occurring since 1997.





*Our expectation is to remain above **3.25** Rideability Quality Index Rating for interstate and parkway.



Our expectation for Ride Quality Index Rating for MP System and RS System is **3.00 and **2.75**, respectively.

District Rideability Index for Smooth Roads

Background

In addition to the goal of achieving and maintaining smooth riding pavements, the goal of pavement management is to provide smooth roads on an equitable basis throughout the Commonwealth. Pavements on the interstate and parkway systems are managed on a statewide basis. Pavements on MP system and RS system are managed on a Highway District basis. For the RS system, funds are distributed to counties as set by law, but pavement selection for resurfacing is influenced by managers. For MP systems, funds are distributed based on the ride quality of pavements in the district, the miles of roads in the district, and the per mile cost of resurfacing.

Purpose

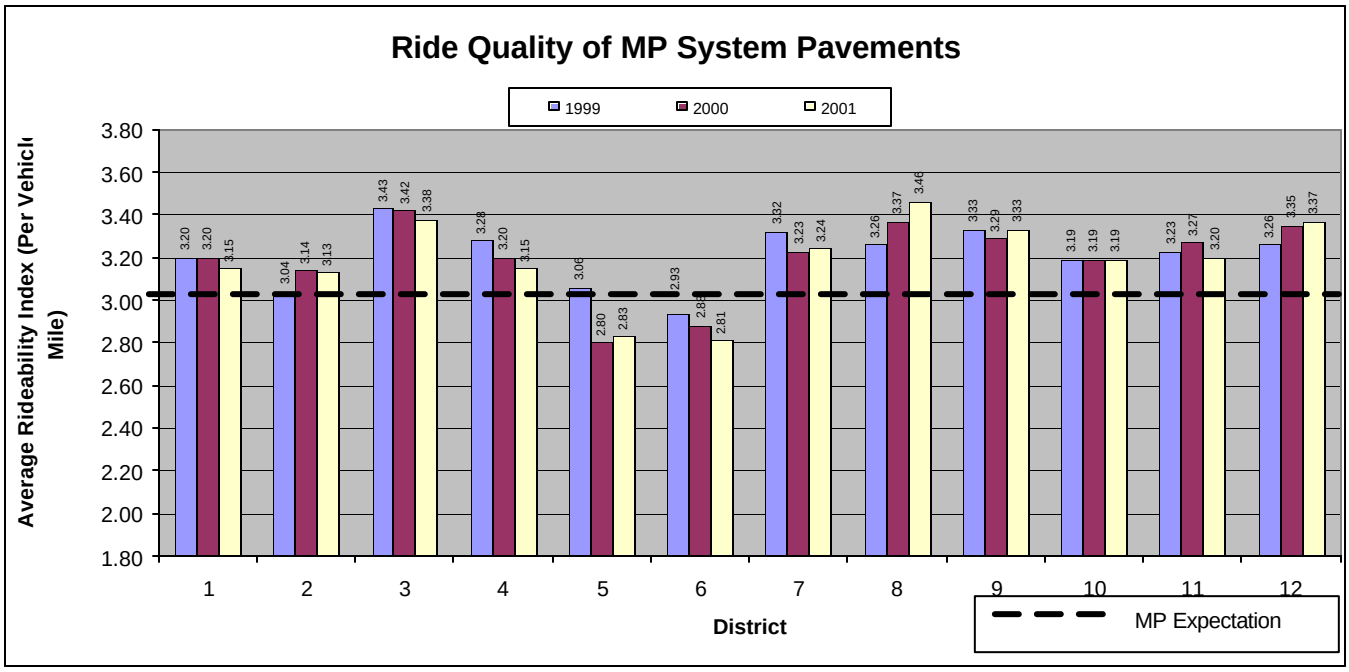
This measure tracks yearly changes to the ride quality of highway pavements and allows assessment of the Cabinet's progress to achieve equity among the Highway Districts and achieve smoother riding pavement for all.

Method

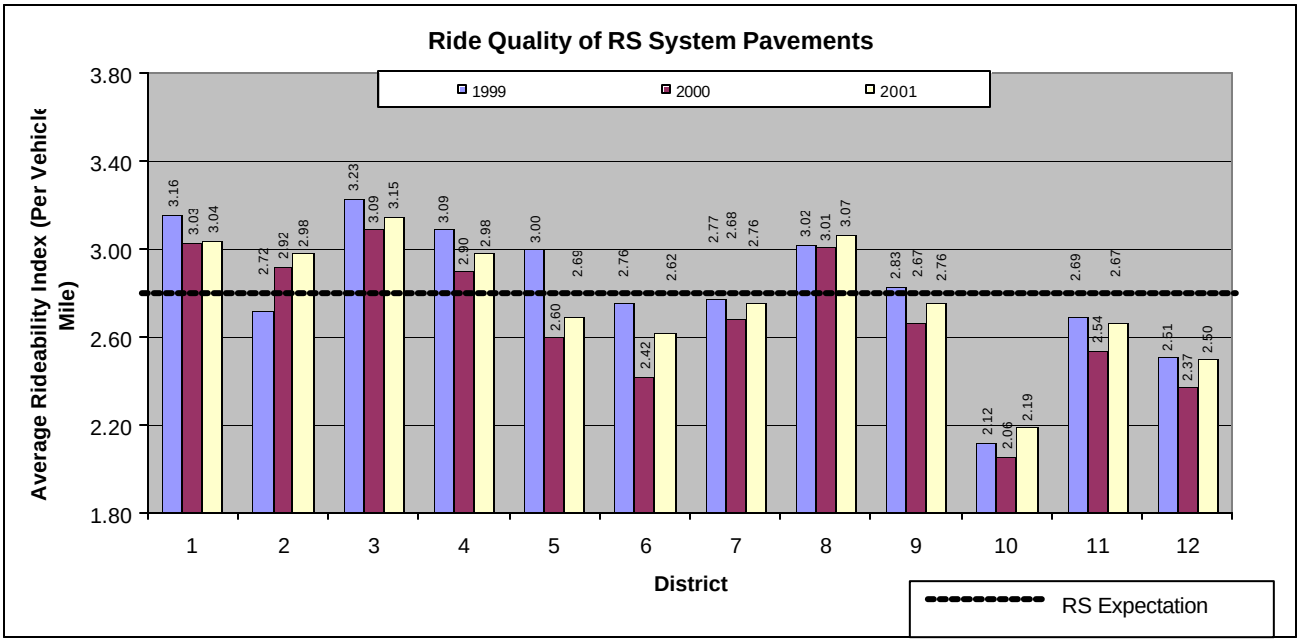
Data are collected (ASTM Test Method E 1926) on MP and RS system pavements. The resulting International Roughness Index is converted to a Rideability Index. The Rideability Index ranges from 0.0 to 5.0. Ride quality of 5.0 indicates a perfectly smooth pavement and 0.0 is so poor as to require significant speed reduction to drive safely. Unlike the MRP data, rideability index information is collected based on calendar year, not fiscal year, so 2002 data is not available at this time.

Improvement/Results

An increase in the measure indicates an improvement to the smoothness and ride quality for highway users. Our data shows that there has been a slight decrease in Ride Quality of MP system pavements in Districts 1,2,3,4,6 and 11; however the average decrease among these Districts was only 0.05.



Emphasis must be placed on raising the ratings for MP System in Districts 5 and 6 because they are below our expectation of 3.00.



The Ride Quality of RS system pavements has improved in all Highway Districts in 2001. The average increase across all districts was 0.09. Districts 5, 6, 10, 11, and 12 are below our expectation of 2.75.

Rideability Index for New Pavements

Background

Adequate funding of pavement improvements alone cannot guarantee smooth riding pavements. High quality workmanship in paving is an essential component to achieve and maintain smooth riding pavements that should last longer and require less maintenance over their life. Newly constructed blacktop pavements, thick blacktop overlays of old pavements, and resurfacing of Interstate and Parkway pavements must meet rideability requirements.

Purpose

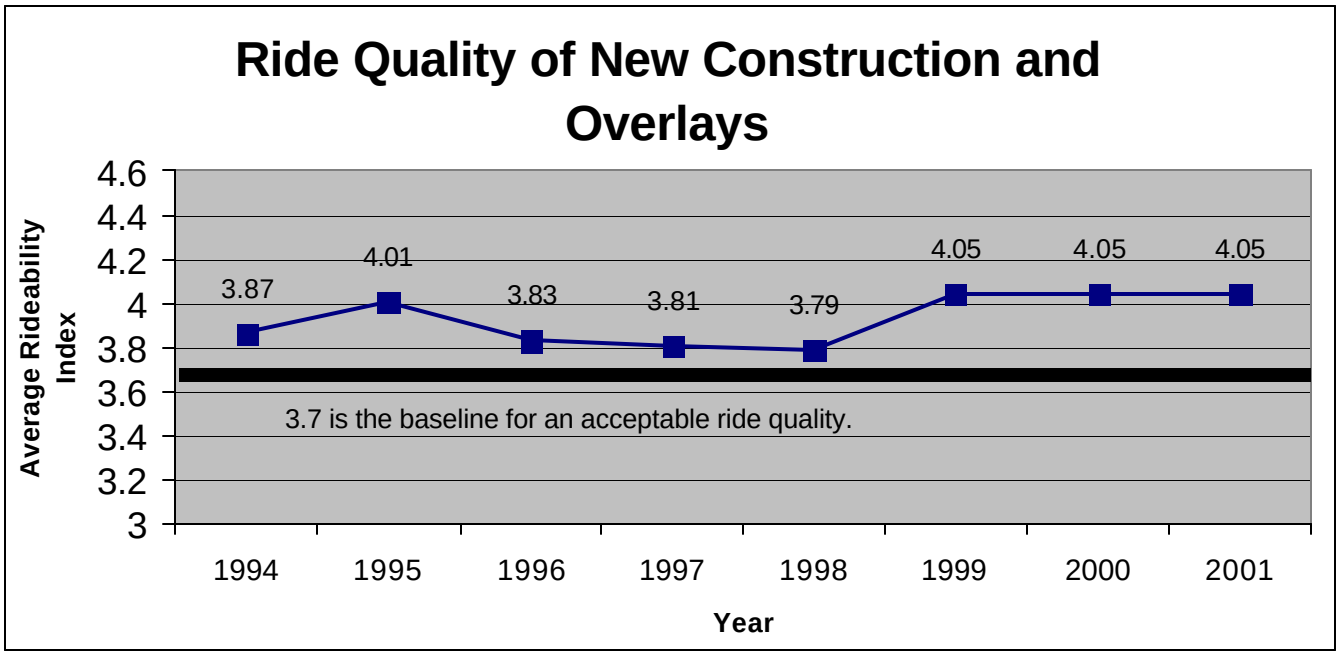
This measure tracks the yearly changes in ride quality achieved by contractors on newly constructed and resurfaced pavements.

Method

Rideability Index values are measured on newly constructed or overlaid pavements that were built under Quality Control specifications that mandated rideability requirements. Values can range from 0.0 to 5.0. Unlike the MRP data, rideability index information is collected based on calendar year, not fiscal year, so 2002 data is not available at this time.

Improvement/Results

An increase in the measure indicates an improvement to the smoothness and ride quality for the highway user. Current Ride Quality specifications have been used since 1994. Average Rideability Index was 3.87 that year, increased the following year, decreased the next three years, and increased to the best smoothness yet in 1999. Rideability Index has remained steady at 4.05 since 1999.



Pavement Preservation Needs

Background

The Cabinet is committed to achieving and maintaining smooth riding pavements. Sufficient resources must be dedicated to pavement preservation to minimize backlog of needs, and to determine new needs. Emphasis must be placed on the pavement characteristics of smoothness and appearance because these most directly affect the traveling public.

Purpose

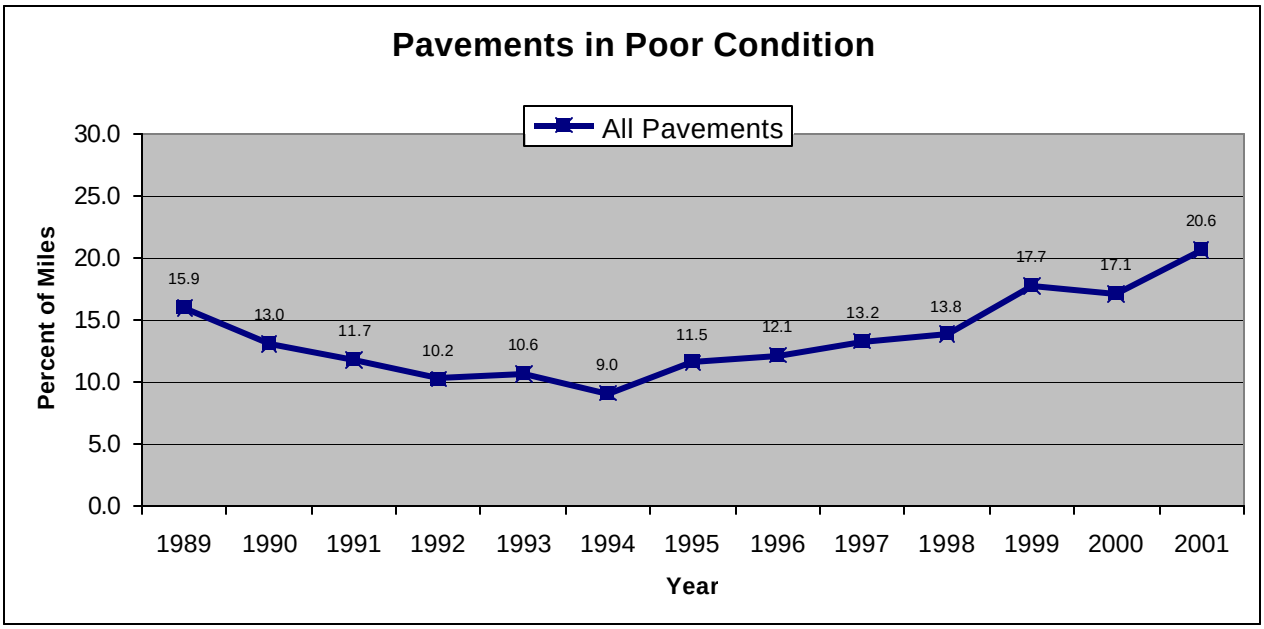
This measure tracks yearly changes to the pavement improvement needs and, thus, allows assessment of the Cabinet's progress to timely address pavement preservation needs.

Methods

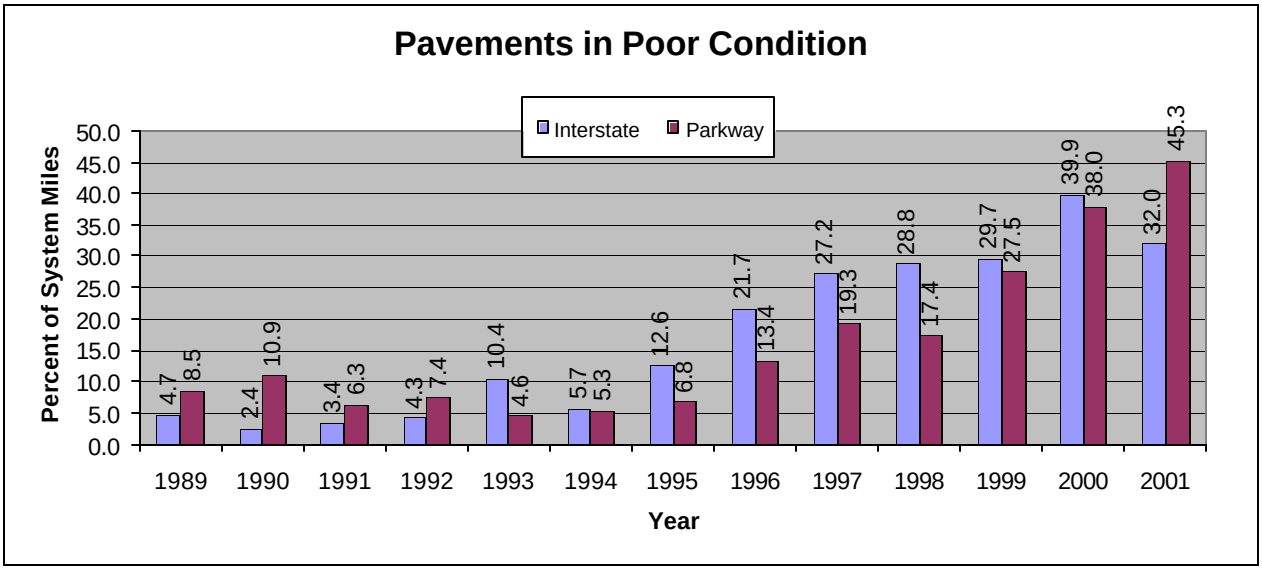
Each year, all pavements on the interstate, parkway, and MP systems are assessed for need for improvement, and are evaluated in the field. To determine the need for improvement, pavements are judged depending on distresses noted and ride quality measured. Efforts are made during this process to ensure that all pavements that need improvement this year or by next year are identified. For the RS system, needs are estimated based on ride quality and traffic volume. Unlike the MRP data, rideability index information is collected based on calendar year, not fiscal year, so 2002 data is not available at this time.

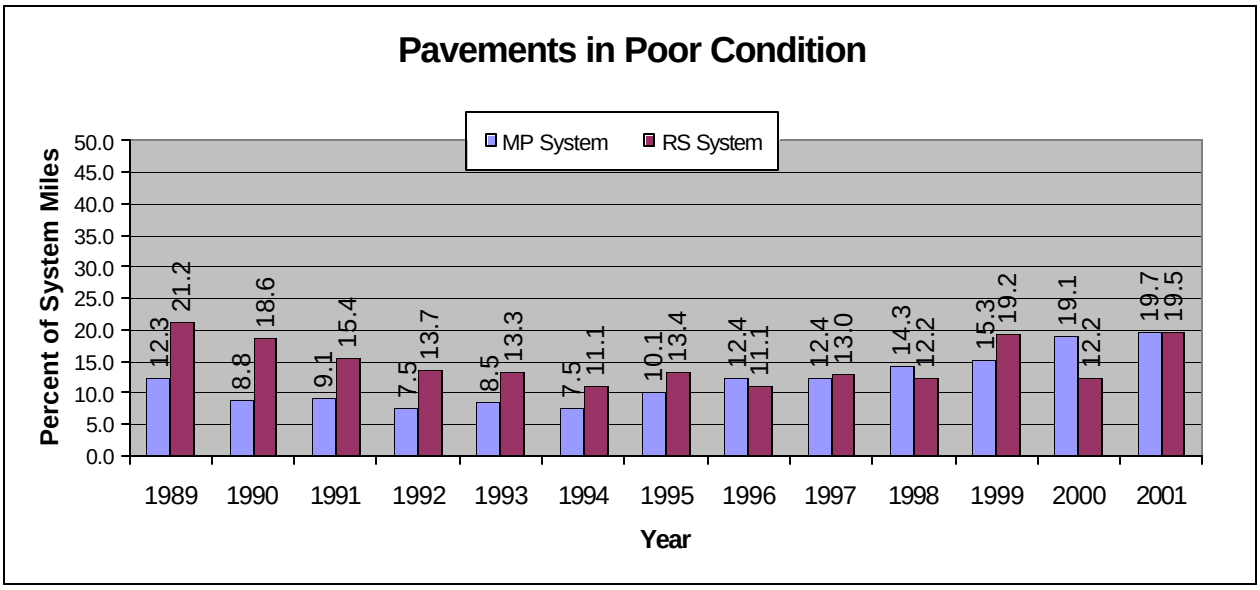
Improvement/Results

Improvement is shown by a decrease in the measure. A lower indicator means there are a lower number of miles needing improvement (other than for routine maintenance). Data for all pavements indicates an undesirable, increasing trend since 1994. Before 1994 there was a decreasing trend in the percentage of all pavements in poor condition. Aggressive initiatives are required to stop the upward trend.



Increases have occurred on both the parkway and the RS system with an increase in both areas of 7.3%, since 2000. There has also been a slight increase in the percentage of poor pavements on the MP system of 0.6%. The interstate system was the only road system to decrease in 2001, showing improvement of 7.9%.


Pavements in Poor Condition
Interstate
Parkway
Percent of System Miles
50.0
45.0
40.0
35.0
30.0
25.0
20.0
15.0
10.0
5.0
0.0
4.7 8.5
2.4 10.9
3.4 6.3
4.3 7.4
10.4 4.6
5.7 5.3
12.6 6.8
21.7 13.4
27.2 19.3
28.8 17.4
29.7 27.5
39.9 38.0
32.0 45.3
1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001
Year


Pavements in Poor Condition
MP System
RS System
Percent of System Miles
50.0
45.0
40.0
35.0
30.0
25.0
20.0
15.0
10.0
5.0
0.0
12.3 21.2
8.8 18.6
9.1 15.4
7.5 13.7
8.5 13.3
7.5 11.1
10.1 13.4
12.4 11.1
12.4 13.0
14.3 12.2
15.3 19.2
19.1 12.2
19.7 19.5
1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001
Year

Percent Structurally Deficient Bridges

Background

The percentage of structurally deficient State maintained bridges is a measure of the Cabinet's ability to serve its customers. A structurally deficient bridge is one that has a lower weight limit than the roadway it serves. These bridges have a direct bearing on the safe and efficient movement of persons and goods over our road systems.

Purpose

This measure provides an indicator of how effective we are in reducing the percentage of structurally deficient bridges.

Method

This measure is calculated by dividing the number of structurally deficient bridges by the total number of bridges. This calculation is made by April 1 of each year when the Cabinet reports its bridge inspection results to the Federal Highway Administration.

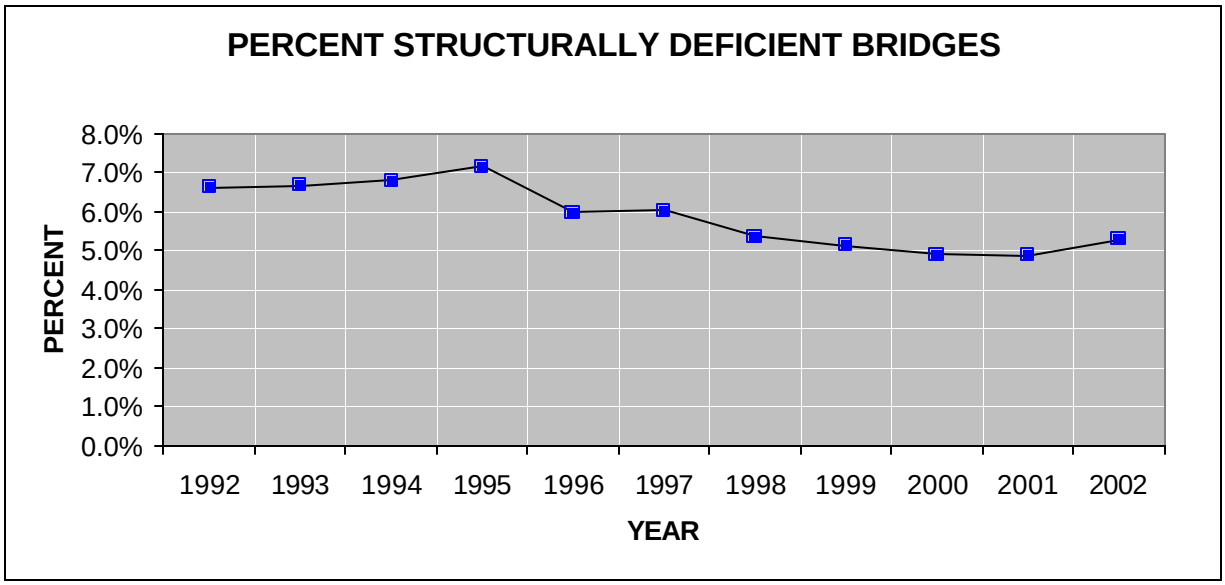
Improvement/Results

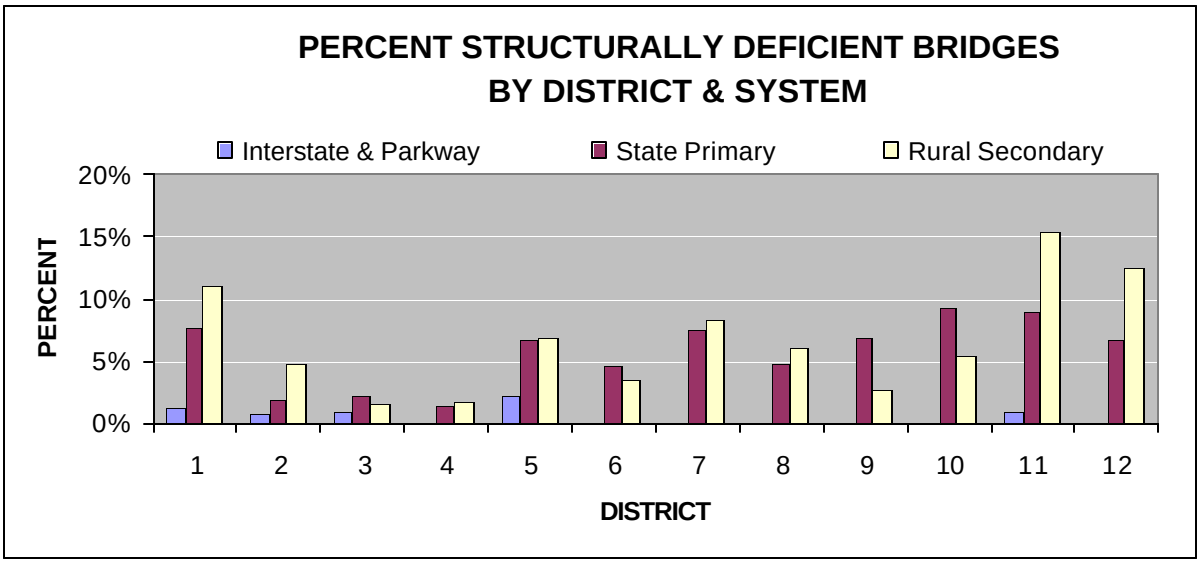
The total number of State maintained bridges has increased since our 2001 report by 38. There has been a shift in totals of bridges by system type.

	# of Bridges in 2001	# of Bridges in 2002	Difference
Interstate and Parkway	1546	1555	+9
State Primary	4501	4523	+22
Rural Secondary	2799	2806	+7
Total	8846	8884	+38

The percent of the total number of bridges that are structurally deficient is 5.3% compared to last year's percentage of 4.9%. This is a slight increase of 0.4%.

System	Number of Bridges	Number Structurally Deficient	Percent Structurally Deficient
Interstate and Parkway	1555	15	1.0%
State Primary	4523	257	5.7%
Rural Secondary	2806	197	7.0%
All State Maintained	8884	469	5.3%





The increase in this measure appears to be driven by Districts 1, 11 and 12. Data indicates the need for emphasis on Eastern Kentucky bridges on the Rural Secondary system.

Percent Functionally Obsolete Bridges

Background

The percentage of functionally obsolete State maintained bridges is a measure of the Cabinet's ability to serve its customers. A functionally obsolete bridge has a design feature(s) such as lane width, shoulder width, barrier type, etc., that does not meet current standards. Functionally obsolete bridges affect the efficient movement of goods over the highways. A structurally deficient bridge is also functionally obsolete, but is not included in this measure.

Purpose

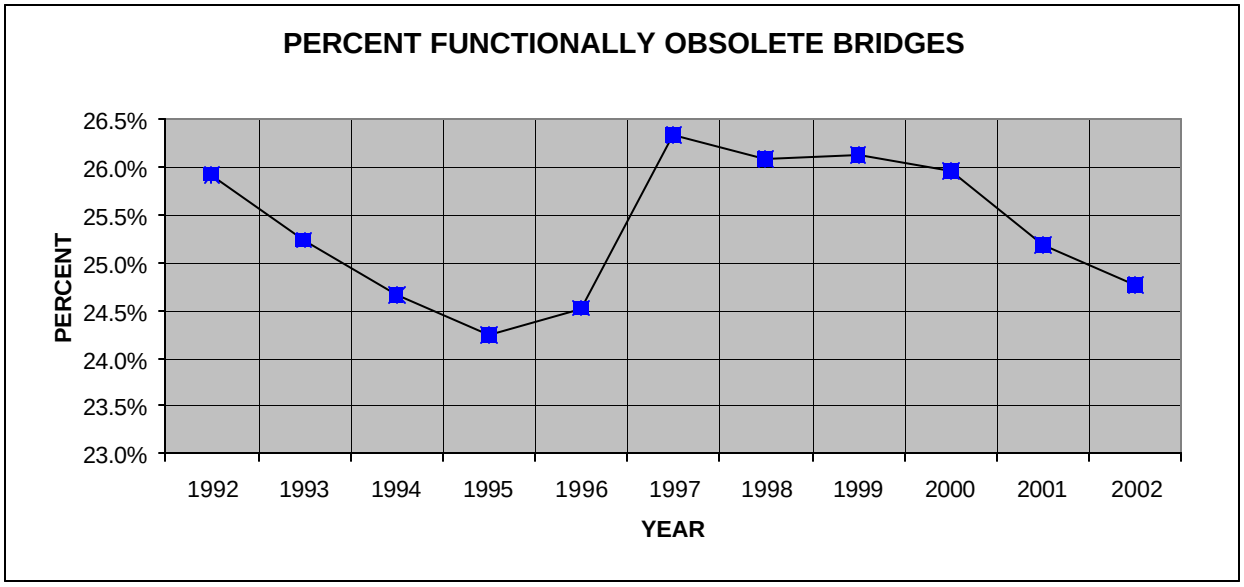
This information provides an indication of how well we reduce the percentage of functionally obsolete bridges.

Method

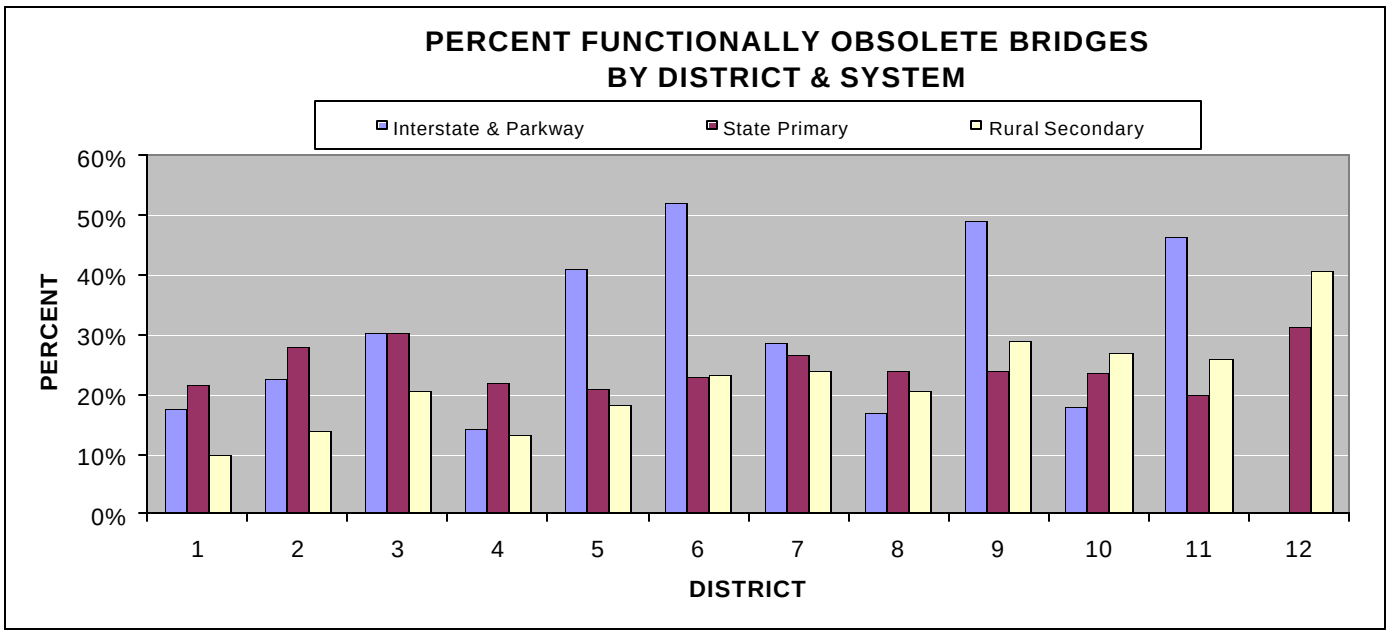
The percentage of functionally obsolete bridges is determined by dividing the number of functionally obsolete bridges by the total number of bridges. This calculation is made annually as we report the results of our bridge inspections to the Federal Highway Administration. It should be noted that this measure could be affected by a simple decision to change a design standard.

Improvement/Results

A decrease in this measure indicates effectiveness in reducing the number of functionally obsolete bridges. Overall, there has been a downward trend in the percent of functionally obsolete bridges. We have continued this downward trend in 2002. There has been a 0.4% decrease in functionally obsolete bridges since 2001.



A breakout of functionally obsolete bridges follows.



Functionally Obsolete Bridges by Road System

System	Number of Bridges		Number Functionally Obsolete		Percent Functionally Obsolete	
	2001	2002	2001	2002	2001	2002
Interstate & Parkway	1546	1555	502	499	32.5%	32.1%
State Primary	4501	4523	1136	1116	25.2%	24.7%
Rural Secondary	2799	2806	590	585	21.1%	20.8%
All State Maintained	8846	8884	2228	2200	25.2%	24.8%

Bridge Sufficiency Rates

Background

Federal Highway Administration (FHWA) requires that all States conduct periodic inspections of each bridge within the State and report the condition of the structures. A complete and thorough inventory of the Nation's bridges enables FHWA to make an accurate report to Congress on the number and condition of the Nation's bridges. The Database also provides information necessary for the FHWA and Military Traffic Management Command to identify and classify the Strategic Highway Corridor Network and its connectors for defense purposes.

Purpose

The bridge sufficiency rating is determined during the bridge inspection and is intended to indicate a measure of the ability of a bridge to remain in service. The bridge sufficiency rating may or may not indicate the strength of a structure. A bridge may be strong in structure, but receive a low sufficiency rating, because the bridge is deemed functionally obsolete and/or there is an extremely long bypass length around it. Calculations for bridge sufficiency ratings utilize a formula that includes various factors determined during the bridge field inspection and evaluation. Upon receipt and evaluation of the bridge inventory, a sufficiency rating will be assigned to each bridge. The bridge sufficiency rating is a tool to be used as a basis for establishing eligibility and priority for replacement or rehabilitation of bridges, but it is not an absolute measure.

Method

FHWA calculates sufficiency rating in accordance with the approved AASHTO (American Association of State Highway and Transportation Officials) sufficiency rating formula for every bridge in the nation. This rating is computer-calculated and is based on inventory and inspection data submitted by the State and local agency bridge inspectors. The sufficiency rating formula is based on four factors: structural adequacy and safety, serviceability and functional obsolescence, essentiality for public use, and special reductions. Ratings can range form 0 (worst) to 100 (best). A structurally deficient or functionally obsolete bridge with a sufficiency rating less than 50 is eligible for Federal replacement funding. A structurally deficient or functionally obsolete bridge with a sufficiency rating of 80 or less is eligible for Federal rehabilitation funding. In general, the bridge sufficiency rating works in the following manner: the lower the rating, the higher the priority.

Improvement/Results

Bridge Sufficiency Rating is currently changing due to constant replacement and rehabilitation work. We would expect, over time, for the numbers reported below to decrease. This is the first year for this measure, so yearly comparison data are not provided.

Rating	State Maintained Bridges	Other Maintained Bridges
Sufficiency Rating Between 50 and 30	373	438
Sufficiency Rating of 30 and Below	162	477

Access Management

This measure and information is under construction. Efforts are underway to mitigate overall impacts of congestion through effective local partnerships. Some of the initiatives in the works include:

- Assisting Metropolitan Planning Organizations in developing regional architectures
- Developing and presenting presentations to provide information and planning guidance
- Developing access management related guidelines

Work Zone Traffic Control

This measure and information is under construction. Efforts are underway to identify activities to impact work zone caused congestion. Some of the initiatives in the works include:

- Integrate FHWA capabilities into the KYTC Work Zone Safety Team
- Document and showcase innovative work zone traffic control on accelerated projects
- Conduct a baseline assessment of work zone practices to identify and prioritize improvement opportunities

Project Phases Authorized "On Time"

Background

The Transportation Cabinet considers the schedules contained in our Six-Year Highway Plan as promises made to the citizens of the Commonwealth of Kentucky, and we work diligently to keep planned activities on schedule. State-funded projects are scheduled to begin within the period of July 1 through June 30 for State Fiscal Year, while federal-aid projects are compared against the period of October 1 through September 30 for Federal Fiscal Year. We track projects in five phases: Planning, Design, Right-of-Way Purchase, Utility Relocation, and Construction.

Purpose

The measurement tracks the number of project phases scheduled to begin in a fiscal year and the actual number of project phases initiated that year. We consider a project phase "On Time" if the funding authorization for the identified phase is authorized within the fiscal year scheduled within the current edition of the Six-Year Highway Plan.

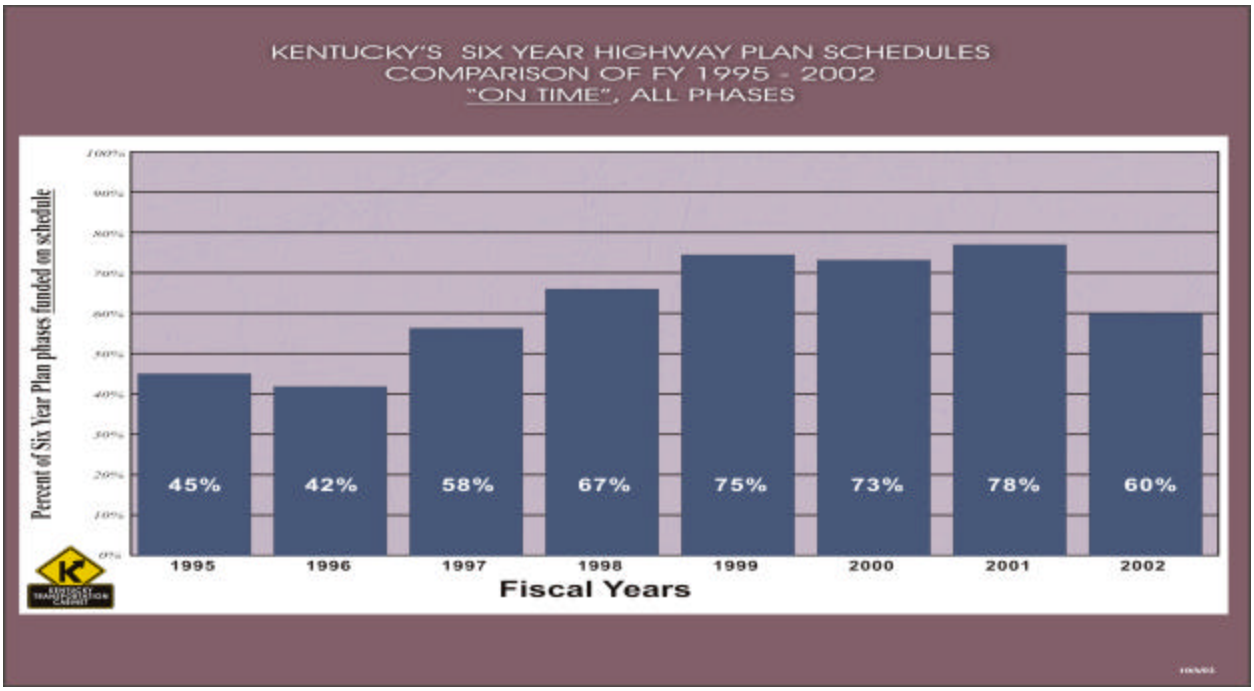
Method

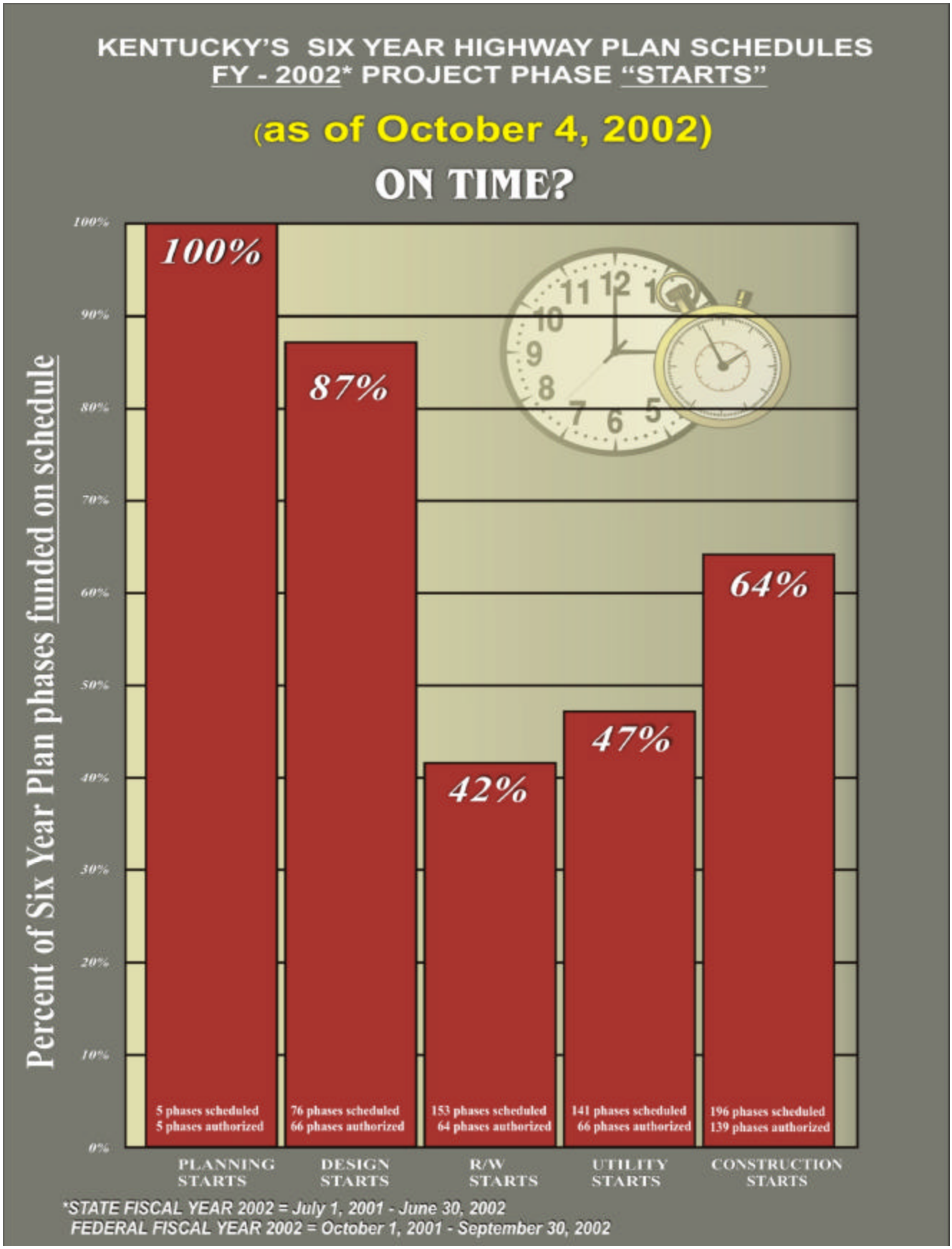
Data are compiled from our Six-Year Highway Plan, our preconstruction database, and the monthly bid lettings. We calculate the percentage of actual number of project phases initiated during each federal or state fiscal year to the scheduled number of projects in the respective fiscal year. This information is totaled at the end of each fiscal year.

Improvement/Results

Improvement is shown by an increase in the percentage. Overall, improvement is shown by an increase in the percentage of schedules achieved as targeted.

We authorized funding for 60% of our FY 2002 scheduled project phases "On Time." We did not meet our goal of 80% "On Time" and are establishing additional emphasis this coming fiscal year to enhance our capability to better deliver scheduled project phases "On Time."




KENTUCKY'S SIX YEAR HIGHWAY PLAN SCHEDULES
FY - 2002* PROJECT PHASE "STARTS"
(as of October 4, 2002)
ON TIME?
Percent of Six Year Plan phases funded on schedule
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
100%
87%
42%
47%
64%
5 phases scheduled
5 phases authorized
76 phases scheduled
66 phases authorized
153 phases scheduled
64 phases authorized
141 phases scheduled
66 phases authorized
196 phases scheduled
139 phases authorized
PLANNING STARTS
DESIGN STARTS
R/W STARTS
UTILITY STARTS
CONSTRUCTION STARTS
*STATE FISCAL YEAR 2002 = July 1, 2001 - June 30, 2002
FEDERAL FISCAL YEAR 2002 = October 1, 2001 - September 30, 2002

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Percent of Projects Let vs Planned

Background

The Transportation Cabinet considers the schedules contained in our Six-Year Highway Plan as promises made to the citizens of Kentucky. Therefore, when we designate construction to begin on a project in a given fiscal year, we work diligently to keep that project on track. State-funded projects are expected to be let within the July 1 through June 30 State Fiscal Year, while federal-aid projects are compared against the October 1 through September 30 Federal Fiscal Year.

Purpose

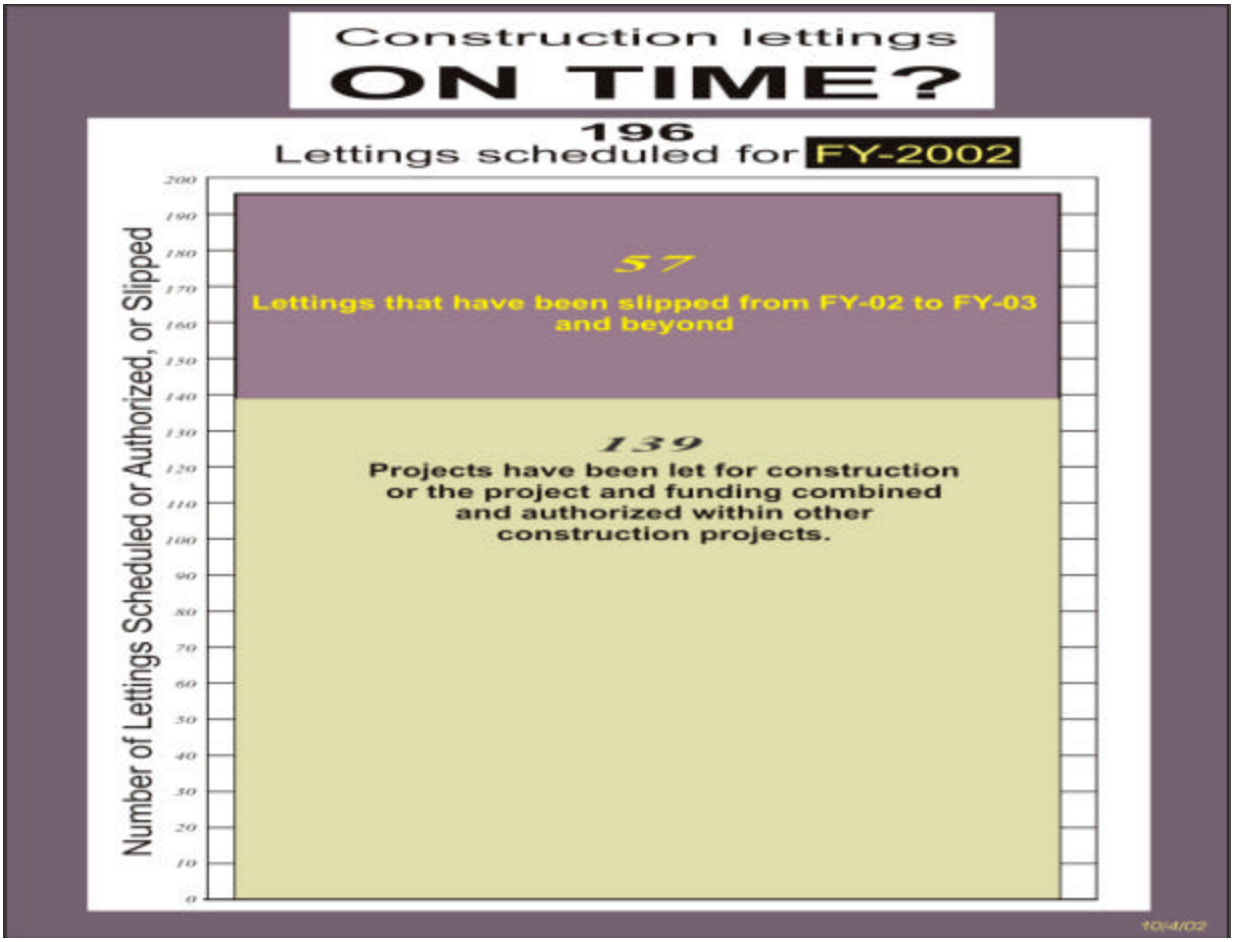
The measurement tracks the number of Six-Year Highway Plan construction projects scheduled to be let in a given fiscal year and the actual number of projects let in that year.

Method

Data are compiled from our Six-Year Highway Plan and the monthly bid lettings, and this information is totaled at the end of each fiscal year. We calculate the percentage of actual number of projects let for each Federal or State Fiscal Year to the scheduled number of projects in the respective fiscal year as identified within the current edition of the Six-Year Highway Plan.

Improvement/Results

We let to construction 64% of our FY 2002 scheduled construction projects, not reaching our goal of 80% of our scheduled construction phases for FY 2002. However, our percentage of projects let to construction "Within Budget" increased from 46% during FY 2001 to 74% during FY 2002. This is a significant increase in our efforts to improve on the estimated construction cost of each scheduled project.



Actual Phase Cost vs Six-Year Plan

Background

Part of the Cabinet's mission is to provide an efficient transportation system. As such, we set a budget for each project and strive to stay within that budget.

Purpose

Since we have limits on available funding, project cost increases reduce the number of projects we are able to fund each year. Therefore, we strive to begin each year with a realistic budget for each project scheduled in that year.

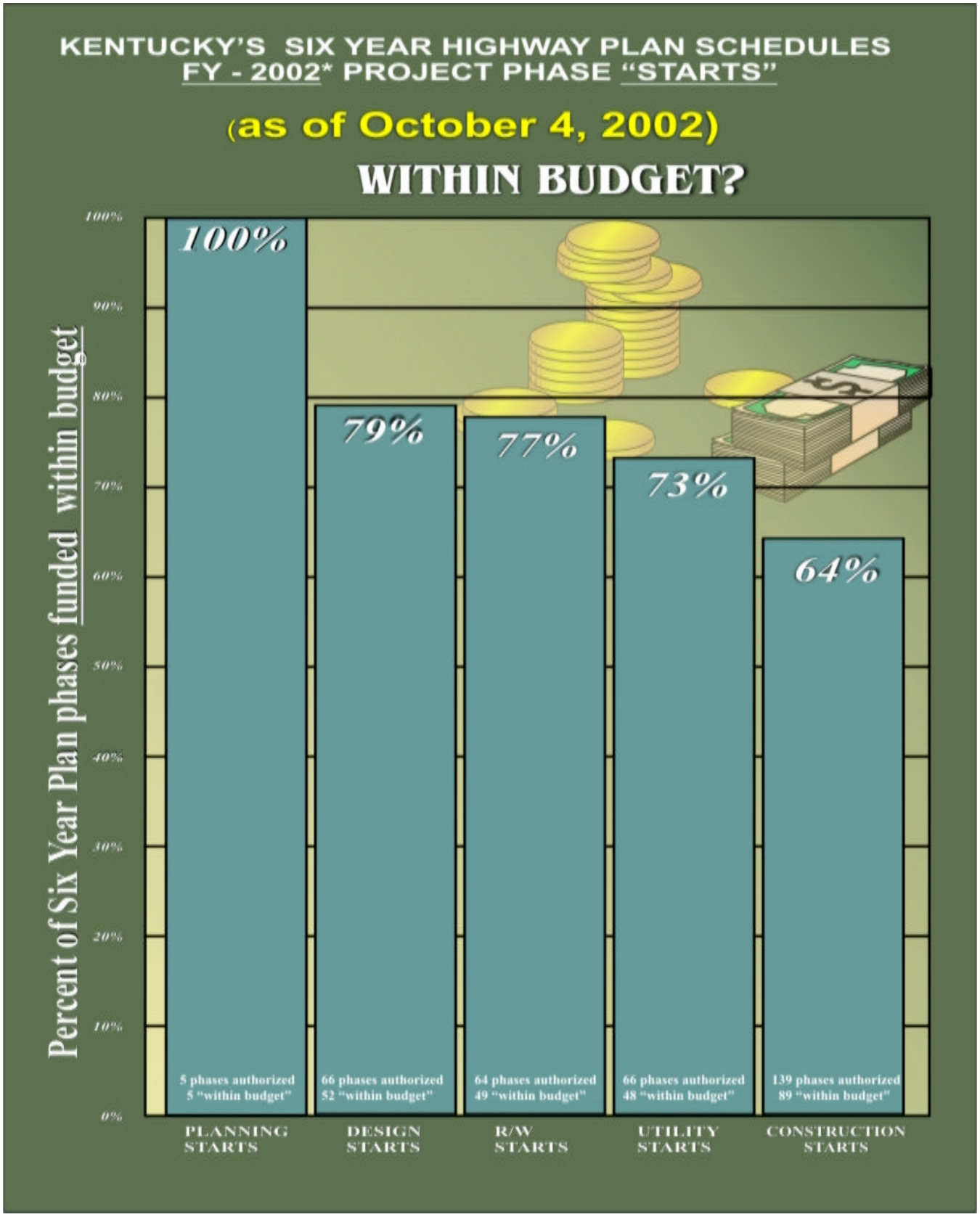
Method

Data are collected from our Six-Year Highway Plan, our preconstruction database, and our highway funding authorizations. The actual amount of funding authorized for the scheduled phase is compared to the allocated funding in the current edition of the Six-Year Highway Plan for the respective phase of the project. It is almost impossible to account for every likelihood while determining a project budget. For our comparison analysis, if the amount of funding authorized for the identified phase does not exceed a 10% overrun of the budgeted amount, the project phase is considered as being "Within Budget."

Improvement/Results

Improvement is shown by an increase in the percentage of projects that are considered "Within Budget." Overall, improvement is shown by an increase in the percentage of costs determined to be "Within Budget."

The FY 2002 project phases that we authorized funding was "On Time", 72% of the initial authorization amount was "Within Budget." We did not meet our goal of 80% "Within Budget", and are establishing additional emphasis this coming fiscal year to enhance our capability to better deliver scheduled project phases "Within Budget."


KENTUCKY'S SIX YEAR HIGHWAY PLAN SCHEDULES
FY - 2002* PROJECT PHASE "STARTS"
(as of October 4, 2002)
WITHIN BUDGET?
Percent of Six Year Plan phases funded within budget
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
100%
79%
77%
73%
64%
5 phases authorized
5 "within budget"
66 phases authorized
52 "within budget"
64 phases authorized
49 "within budget"
66 phases authorized
48 "within budget"
139 phases authorized
89 "within budget"
PLANNING STARTS
DESIGN STARTS
R/W STARTS
UTILITY STARTS
CONSTRUCTION STARTS

Public Transportation Ridership

Background

Public Transportation's mission of the Kentucky Transportation Cabinet is to "assist in the program of accessible, safe, cost-effective transportation that fulfills the needs of the citizens of Kentucky". Public transportation provides mobility for all citizens of the Commonwealth as well as accessibility to vital services for all citizens.

Purpose

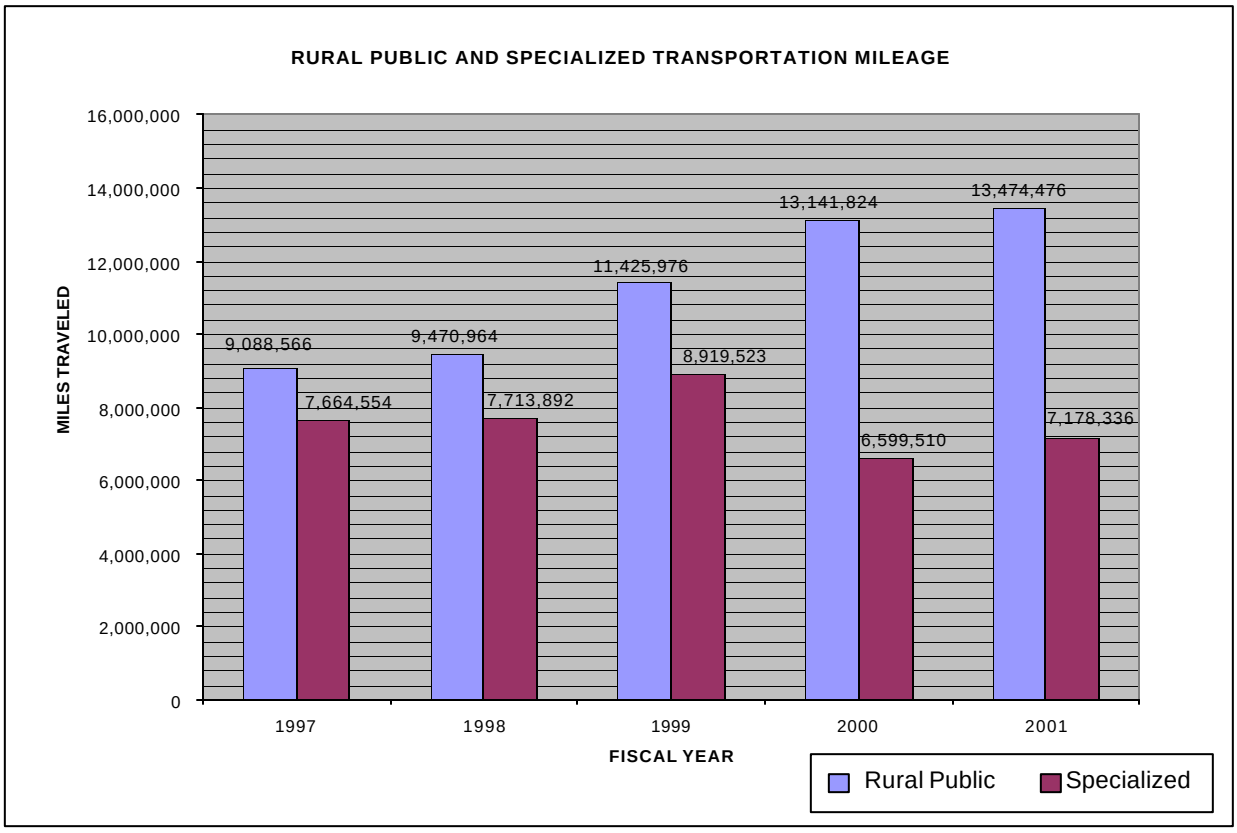
This measure is intended to assess and monitor the provision of transportation services to the elderly, persons with disabilities, low-income, and the general public.

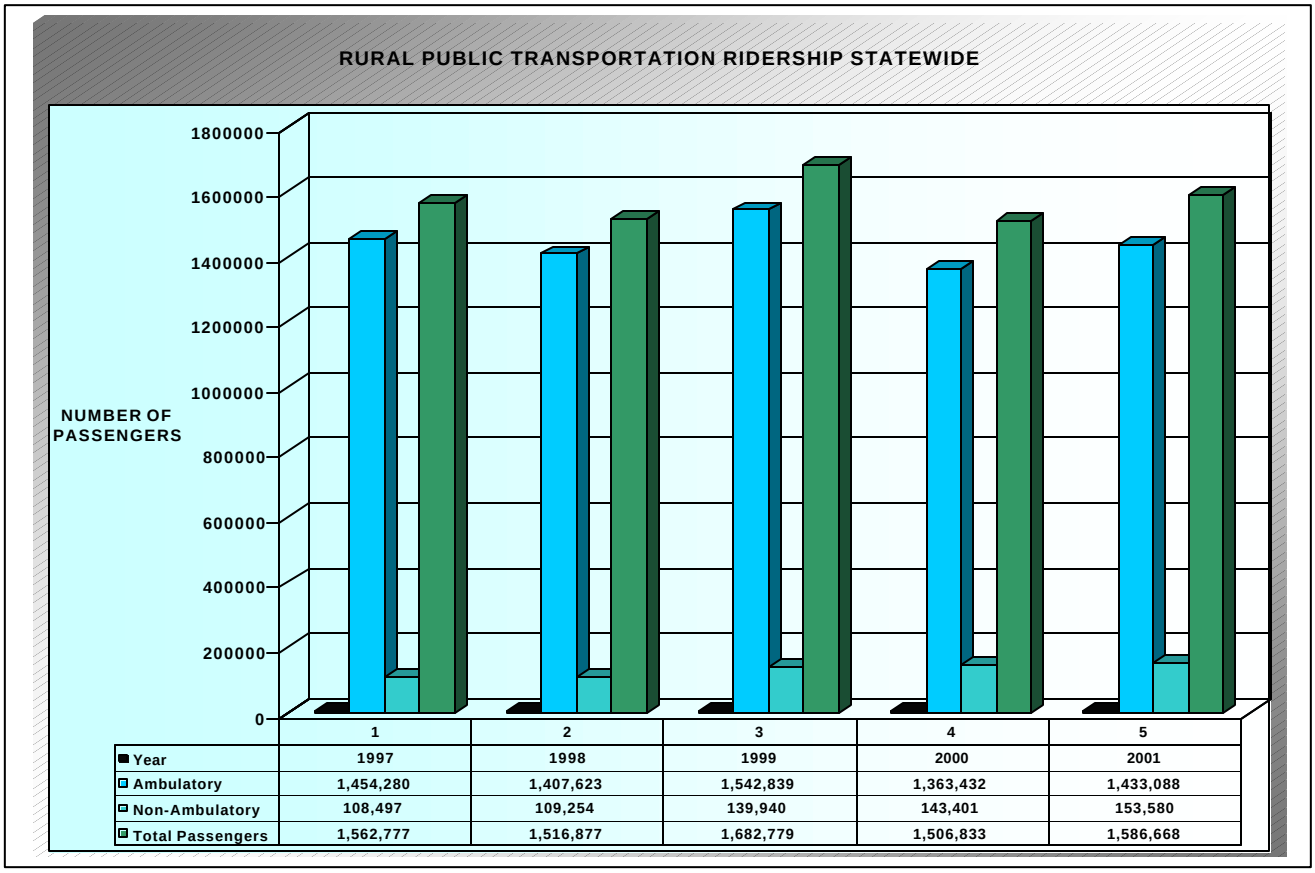
Method

Operating and Capital grants are obtained through the USDOT/Federal Transit Administration (FTA) for eligible systems/agencies. Rural public systems submit monthly reports on their operations. Specialized transportation systems serving the elderly and/or persons with disabilities submit semi-annual reports on vehicle usage. Systems receiving discretionary capital assistance also submit semi-annual reports on vehicle usage. Annual reports are prepared from these reports. A Statewide vehicle inventory of FTA-public transportation vehicles is maintained. Statistics are also solicited periodically from urban transit systems. The data and information is collected based on calendar year, not fiscal year, so 2002 data is not available at this time.

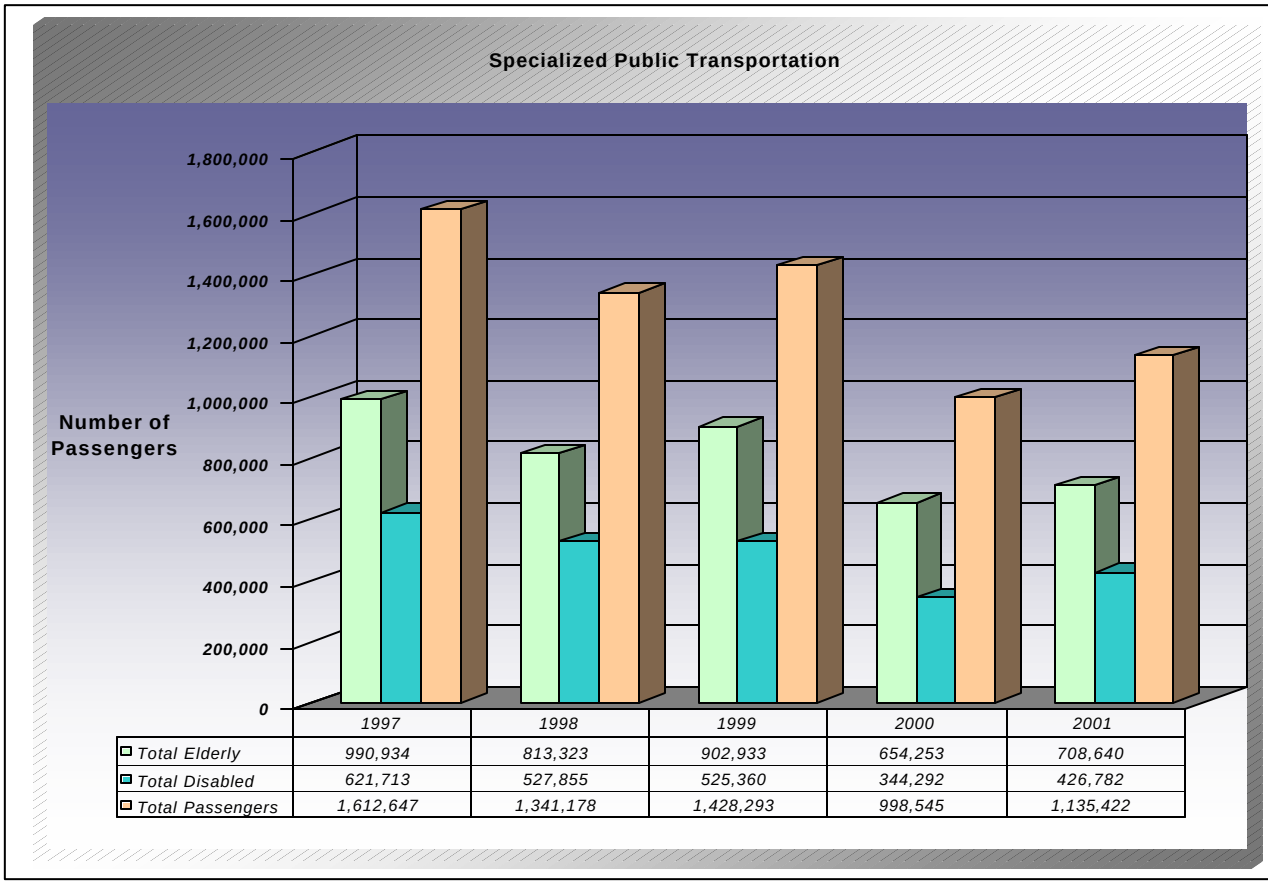
Improvement/Results

An increase in ridership indicates an improved degree of accessibility. Results are used in conjunction with specific performance measures to help determine future funding and capital assistance to be allocated to an area or system. Results and improvements are also submitted to legislative bodies in order to obtain and justify state funding.





	1	2	3	4	5
Year	1997	1998	1999	2000	2001
Ambulatory	1,454,280	1,407,623	1,542,839	1,363,432	1,433,088
Non-Ambulatory	108,497	109,254	139,940	143,401	153,580
Total Passengers	1,562,777	1,516,877	1,682,779	1,506,833	1,586,668



	1997	1998	1999	2000	2001
Total Elderly	990,934	813,323	902,933	654,253	708,640
Total Disabled	621,713	527,855	525,360	344,292	426,782
Total Passengers	1,612,647	1,341,178	1,428,293	998,545	1,135,422

Human Service Transportation Delivery Program

Background

The Human Service Transportation Delivery Program, developed under the Empower Kentucky Initiative, is designed to reduce state government transportation costs, provide more efficient services, and improve the accessibility of statewide transportation services to Medicaid and Temporary Assistance for Needy Families recipients. Former transportation delivery processes were fragmented, increasingly costly, and vulnerable to fraud and abuse.

Purpose

The purpose of this measure is to track the number of trips provided and to assess the quality of transportation services provided to eligible riders.

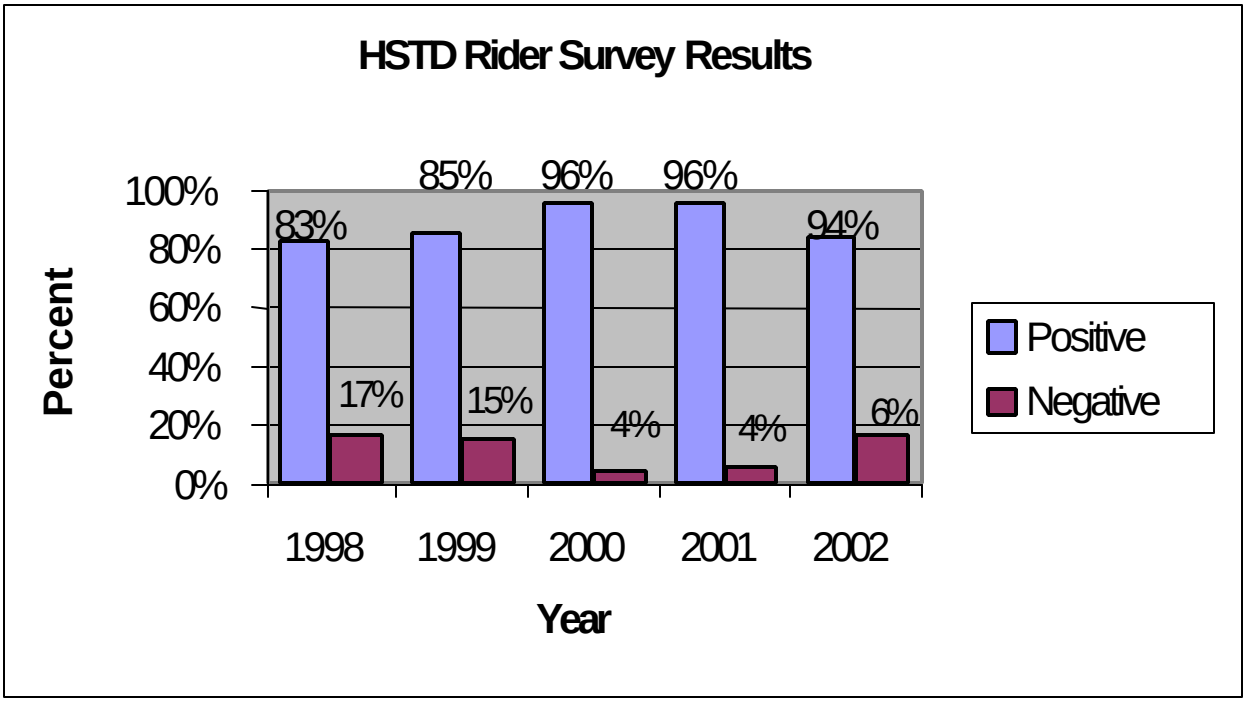
Method

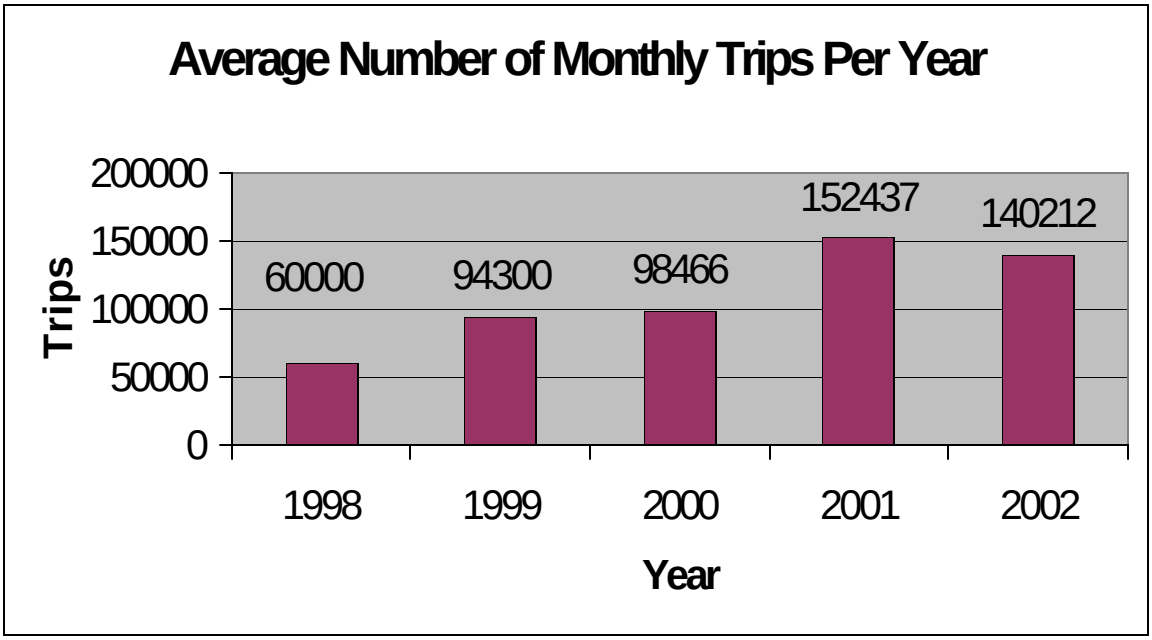
Rider surveys and a complaint tracking system is used to measure quality of services. An analysis of complaints and summary reports is compiled on a monthly basis to determine the quality of services to recipients and to focus on service problem areas. Cost containment data was extracted from broker reported data. Data is forwarded to the Department of Medicaid for further review. Analysis must also have a 95% total passage rate determined by UNISYS. Consistently, the information provided by the broker is met.

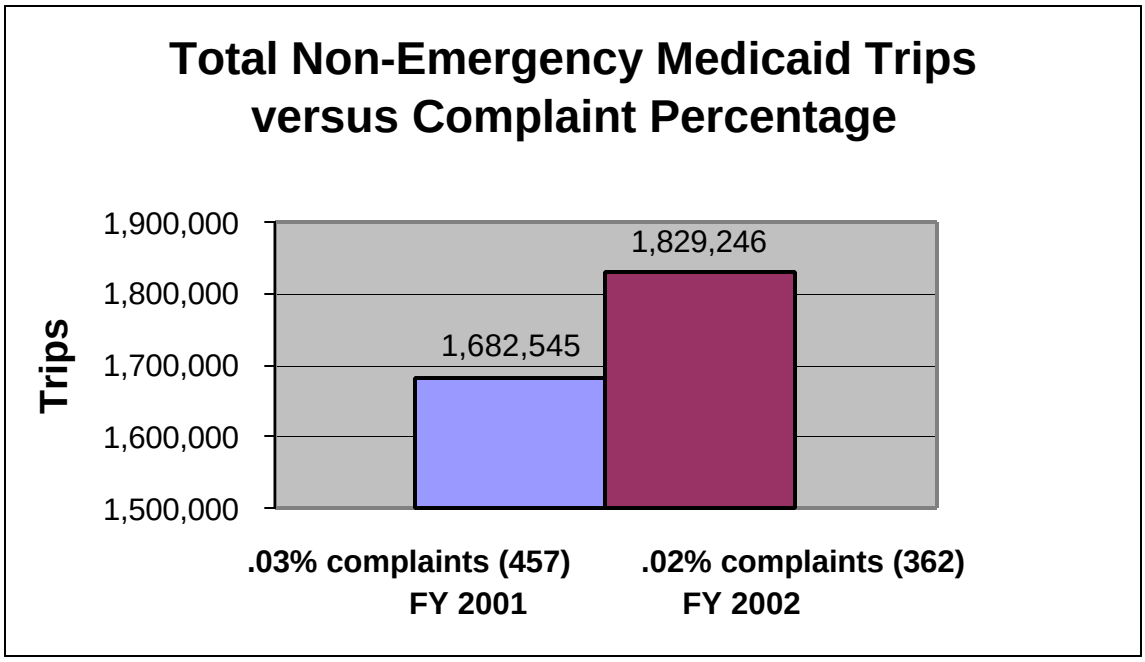
Improvement/Results

In FY 2001, denial of service accounted for 38% of complaints. Services were typically denied because a vehicle was available in the household, and the recipient failed to give adequate notice for service. Providing quality service, curbing fraud and abuse, and streamlining costs are being realized. Continued recipient education by program coordinators and transportation broker may help lessen the number of complaints.

The program has enhanced the quality of transportation services by increasing an emphasis on safety – random drug and alcohol testing of drivers and mandatory vehicle inspections. The broker's coordination of trips and scheduling minimizes the possibilities of fraud.







One of the reasons for the increase on the HSTD Rider Survey chart was Region 10 Broker had five surveys out of fifteen, indicating untimely pickup from one provider.

The Total Non-Emergency Medicaid Trips Chart indicates that both the number of trips and customer satisfaction have increased. The Non-Emergency Medicaid Trips is the largest of the HSTD Rider components.

Goal J3: Ensure Environmental Stewardship

Objectives

K3.1. Establish an Environmental Policy.
Kentucky Transportation Cabinet Environmental Policy

K3.2. Ensure environmental awareness and compliance with highway systems and projects
Wetland Banking

J3.3. Build relationships with other agencies.
Relationship Building

J3.4. Establish a system to document best practices of context sensitive solutions by 30 June 2003.

J3.5. Establish a system to compare crash rates of context sensitive solution projects to comparable non-context sensitive solution projects by 30 June 2003.

J3.6. Reduce the amount of time taken to complete an Environmental Impact Study (EIS) to 36 months by 30 June 2007.

J3.7. Reduce the amount of time taken to complete an Environmental Assessment (EA) to 12 months by 30 June 2007.

J3.8. Implement an environmental document tracking system by 30 June 2004.

J3.9. Document at least one exemplary project to showcase by 30 June 2003.

Kentucky Transportation Cabinet Environmental Policy

The Kentucky Transportation Cabinet will use practical means and measures to provide an environmentally sound, fiscally responsible, safe and efficient transportation system which promotes conditions under which people and nature can exist in productive harmony while providing for economic growth and enhancing the quality of life for present and future generations of Kentuckians.

The principles and responsibilities of the above policy statement which we are incorporating into the culture and fabric of our organization and daily activities are as follows:

Stewardship

We will strive to protect, conserve, restore, and enhance the natural and human environment, while we plan, design, construct, and maintain facilities that meet transportation needs.

Leadership

We will promote development, sharing and the integration of sensitive and innovative environmental practices and technologies into planning, design, construction, and maintenance activities to encourage personnel to value and take pride in their environmental leadership roles.

Partnership

We will seek stewardship opportunities to cooperatively partner with the public, federal and state resource agencies to identify shared visions, missions, and goals which will result in new consensus building processes, new methods and protocols, and new design and environmental technologies to be applied on mutually beneficial undertakings.

Practice

We will employ Context Sensitive Solutions to ensure that our planning, design, construction, and maintenance activities reflect community and environmental values as determined through proactive involvement with the public, resource agencies, and other stakeholders.

Commitment

Our Cabinet is committed to a culture that embraces environmental leadership with an unwavering focus on protecting the environment through stewardship and our devotion to satisfy the public, resource agencies, and other stakeholders as the primary measure of success in carrying out our mission.

By working with the public, resource agencies and other stakeholders to integrate environmental stewardship into our daily activities, the Cabinet is responding to the wishes and needs of its customers, the values it holds foremost as public servants while acting in the spirit of environmental law. It is the right thing to do for transportation and the human and natural environment.

Wetland Banking

Background

Kentucky Transportation Cabinet is in the banking business. We may have just thrown you a curve…..not financial banking….wetland banking. This means that for every acre of wetland we have to use for a project, we must replace more. In some cases, there is a 1.4 acre replacement for each acre taken. In short, this means that each year we need to replace more wetland acreage than we use. When the property and conditions are right, we may opt to create a wetland even though none are taken for a project. Think of this as banking acreage. We also call these mitigation sites.

Purpose

This measure provides an indicator of acreage banked.

Method

Information is collected throughout the year and reported to federal agencies and other stakeholders. Information consists of the amount of acreage, the location or site for the wetland initiative, and any other identifying details.

Improvement/Results

Our mitigation sites that will be bank sites or used as Advanced Mitigation include:

- 90 acres - South Shore Single Source Wetland Mitigation Site, Greenup County in the Ohio River-Tygarts Creek watershed
- 150 acres - Lincoln County Wetland Mitigation Bank Site, along the Dix River in the Kentucky River Watershed
- 470 acres - Nelson County Wetland Mitigation Bank Site, along Beech Fork in the Salt River watershed
- 230 acres - Meadow Creek (also known as Wayne County Bank Site) Wetland Mitigation Bank Site along Meadow Creek in the Cumberland River watershed
- 30 acres - Bucy Tract Wetland Mitigation Bank Site, Calloway County along East Fork of Clarks River
- 13 acres - Glidwell Tract, Hickman County along the Little Bayou du Chien

Here is an example of how the mitigation and banking process works. On the Nelson County property, there are 470 acres, of which about 300 acres could be turned into a wetland. During the project, we did not have clearance to create wetlands on all the acreage. We were required to develop 47.5 acres as wetland. Because the area is flat, and to make sure we would not tear up next year the acreage we restored this year, we restored 67.60 acres. The excess acreage is banked for future projects. Other results from our wetland efforts follow:

Total number of sites acquired or with partners	7
Total number of watersheds	7
Total property acquired (acres)	1,010
Total wetland mitigation acreage available	658
Total new areas under negotiation	>325
Total watersheds without wetland mitigation sites	3
Total stream lengths for potential off-site mitigation	+20,000 linear feet

Relationship Building

Division of Forestry

We recently contacted the Kentucky Division of Forestry about using seedlings for wetland and streambank restorations. We spent an average of $3,500 per acre using previous methods of tree planting. We also found that survival and long-term success rates were minimal due to harsh site conditions and contract provisions. We decided to purchase a variety of hardwood seedlings from the Division of Forestry to plant on a tract of land in Calloway County. The success of this project has now made seedling purchases the preferred process. We have planted and/or planned to plant upwards of 700 acres of trees. We want to return all our project sites to a natural state.

Our new partnership with the Division of Forestry has generated cost savings of nearly $3,000 per acre. We are currently pushing 400 to 600 seedlings per acre. Key factors in the success of this project are from having a local source for seedlings, predictable availability, and high-quality growing stock.

Under Construction

The following reportable areas are currently under construction and will be reported in the next edition of *The Path*:

- Examples of best practices of context sensitive solutions
- Reporting on the status of establishing a system to compare crash rates of context sensitive solution projects to comparable non-context sensitive solution projects
- Reporting the average amount of time is takes to complete an Environmental Impact Study (EIS)
- Reporting the average amount of time it takes to complete an Environmental Assessment (EA)
- Reporting the status of implementing an environmental document tracking system
- Example(s) of exemplary environmental project(s)

Goal J4: Improve Organizational Performance

Objectives

J4.1. Increase customer's overall satisfaction with highway system to 75% by 30 June 2005

Customer Satisfaction
What Else Did Our Customers Tell Us?
Additional Findings

J4.2. Increase employee satisfaction

Employee Satisfaction

K4.3. Increase the dollar amount of savings identified through employee suggestions by 10% by 30 June 2004

Employee Suggestion Program

K4.4. Ensure our capability to respond to disaster

Transportation Security
Disaster Response
Emergency Response
Transportation Operations Center

K4.5. Attract, Develop, Involve, and Retain Qualified People

Absenteeism
Employee Turnover Rate
Lost Workdays
Workers' Compensation Claims

K4.6. Increase percent of funding for the use of technology to 2.45% by 30 June 2005

Information Technology Funding

K4.7. Ensure Strong Ethical Standards

Equal Employment Opportunities

Customer Satisfaction

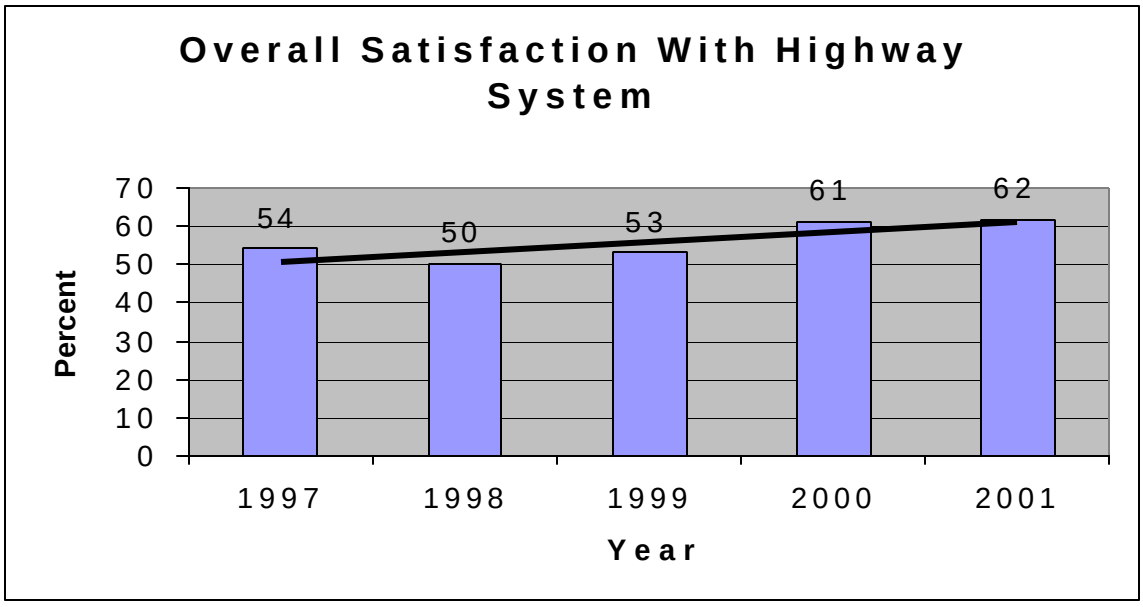
Background
The Cabinet is committed to understanding what is important to our customers, and then working to improve customer satisfaction. One of our values is satisfying our customers. We also value their involvement in what we do. From customer surveys, we know their stated priorities are safety, pavement conditions, and traffic flow. We also understand that delivery of timely, courteous service is important to our customers. Due to the overall margin of error associated with our survey, and the overall changes in satisfaction data, we have elected to conduct this survey every two years rather than annually. Our intention is to better identify shifts in trends.

Purpose
This measure is used to report and track the level of customer satisfaction with various aspects of the transportation system.

Method
The University of Kentucky Survey Research Center conducted the survey in January 2002 and provided analysis. The primary method of data collection was telephone interviews of adults that were a licensed driver 18 years old or older and had also driven on a Kentucky highway within the past year. A random selection method was used with confidence levels of 95%. Information in this section is reported as 2001 because that is how the University provided it.

Improvement/Results
Improvement is indicated, for most graphs, by an upward trendline. Comments and analysis are provided with each graph.

This year's overall satisfaction with the Highway system is up 1%. Our increasing trend indicates that we are on track to meeting the expectations of our customers. The data in the chart to the left reflects the customer's perception of the roadway they most often use, after they had considered various attributes.



It is important for us to understand the demographic dimensions of Kentuckians using the highway system. From our survey results, we determined the following characteristics of highway users (leading indicators):

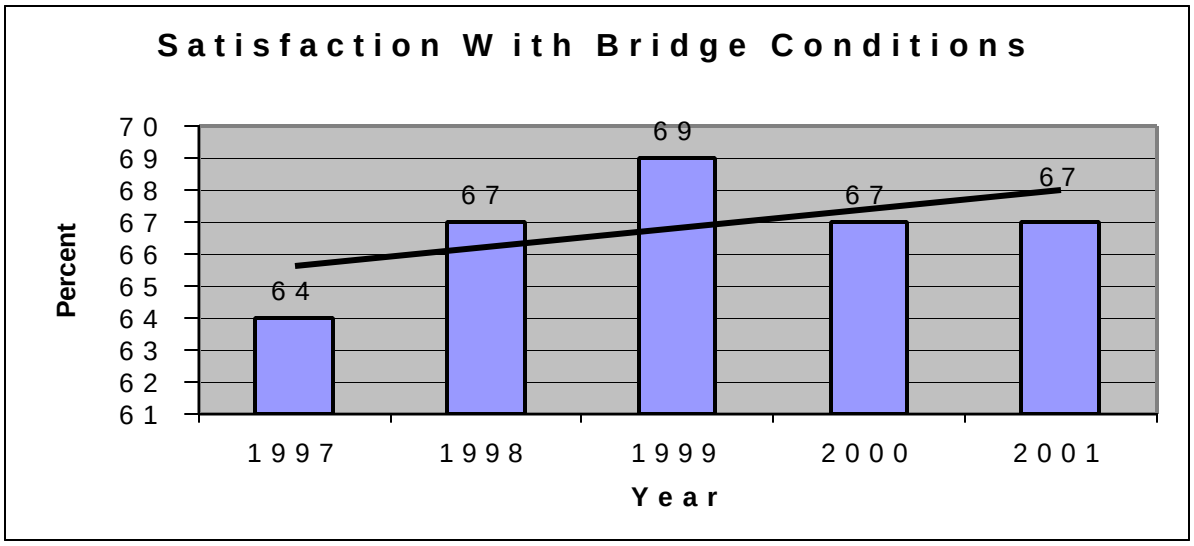
- 52% are Female
- 46% are between the ages of 35 and 54
- 38% have High School Diploma/GED
- 42% use the highway system for commuting
- 37% use major two-lane highways, and 30% use interstate system
- 54% most frequently use rural roads, and 39% use urban systems
- 58% use a car, and 22% use a truck

Additional information determined from analysis follows:

- Car drivers were significantly more likely to be satisfied than truck drivers.
- Those who traveled primarily on interstate highways and those who traveled on other multi-lane highways were significantly more likely to be satisfied than those who traveled on rural secondary roads.
- Those who traveled primarily on interstate highways were also significantly more likely to be satisfied than those who traveled primarily on major two-lane highways.

It should also be noted that this year, 25% of the respondents indicated that they were neutral in their decision of satisfaction or dissatisfaction. There has been a decreasing trend over the years of the percentage of neutral responses. Responses have been shifting to the satisfied response. Our actual dissatisfaction percentage is 13%.

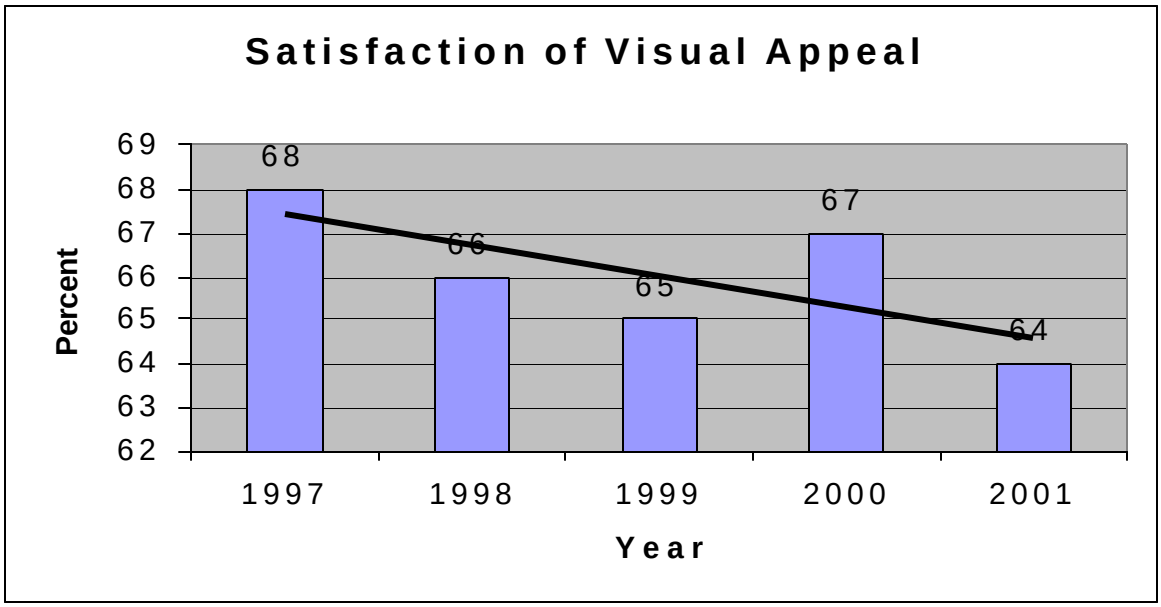
The next few pages provide information and data about the satisfaction with highway characteristics. A total of seven characteristics were tested in this study – Safety, Traffic Flow, Pavement Conditions, Bridge Conditions, Visual Appeal, Maintenance Response Time, and Travel Amenities. For each of the seven characteristics, customers were asked to rate their satisfaction with a series of several distinct attributes. Overall satisfaction with Travel Amenities, Safety, Traffic Flow, and Pavement Conditions has increased, while satisfaction with Visual Appeal and Maintenance Response Time has decreased.



Based on historical data and information, we elected to change the attributes for this measure this year. We discontinued asking about durability, and asked about visual appearance, and smooth ride. Specific data for attributes are provided in the following table.

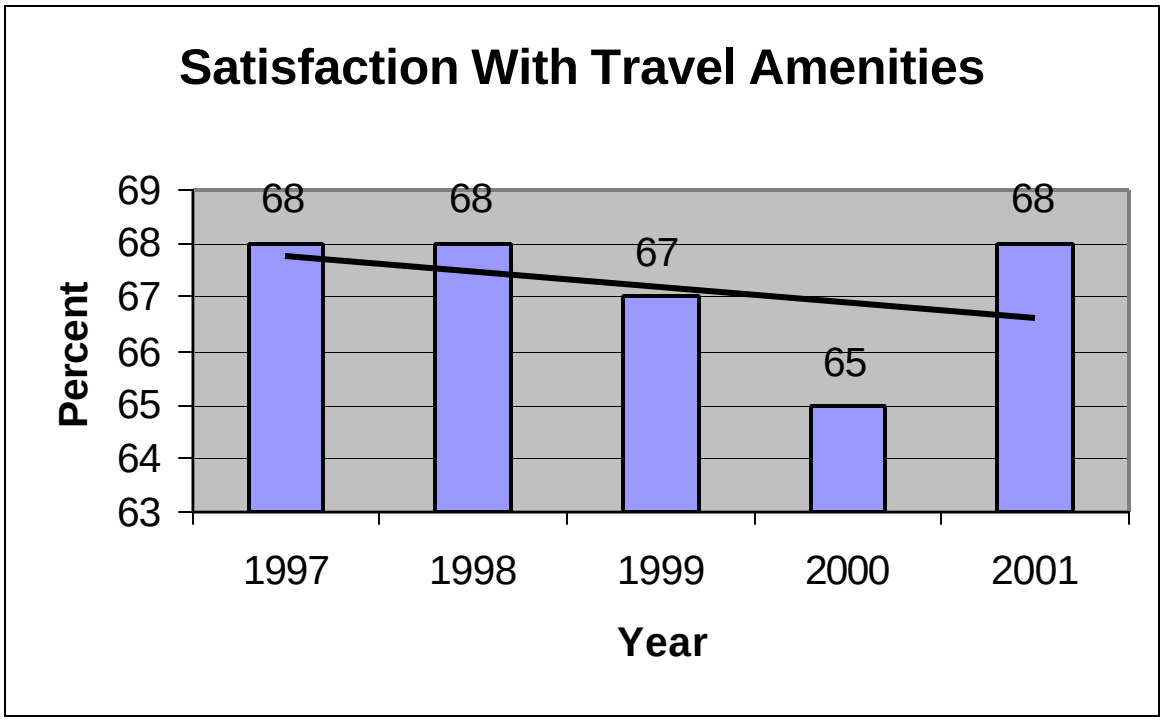
	Durability	Visual Appearance	Smooth Ride	MRP Rating for Bridge Conditions
Change from last year	**N/A**	**-2%**	**+1%**	**+1.36**
2001	N/A	68%	61%	74.40 points
2000	70%	70%	60%	73.04 points
1999	71%	69%	61%	72.61 points
1998	72%	70%	57%	No data
1997	68%	69%	56%	No data

Our data also shows that the points identified for Bridge End Bumps in our Maintenance Rating Program have increased by 1.36 points.



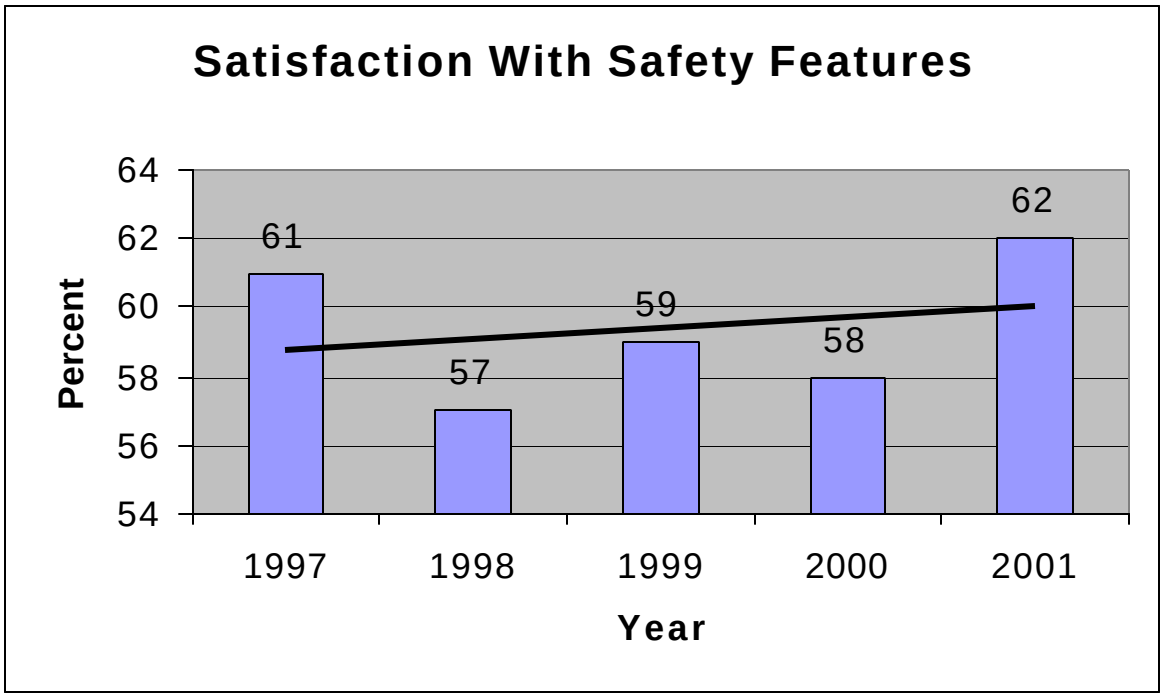
Visual Appeal is very subjective. What is appealing to one roadway user will vary greatly to another. Our data indicates a slight overall decreasing trend of 4% over the last 5 years. This decrease is still within the margin of error for the survey. Specific initiatives or activities are not yet warranted for this attribute. One potential cause for the reduction in percentage this year is that we changed what we measured. Previously, there were four attributes surveyed: Rest Area Design, Landscaping, Environmental Compatibility, and Sound Barriers. This year we added General Appearance, and discontinued measuring Rest Area Design and Landscaping. We are pleased with knowing that 57% of our customers are satisfied with the general appearance of our infrastructure. Adding in the 25% that are neutral, we are left with about 18% that are dissatisfied. Specific data for each attribute are provided in the following table.

	Rest Area Design	Landscaping	Environmental Compatibility	Sound Barriers	General Appearance
Change from last year	**N/A**	**N/A**	**0%**	**+2%**	**New**
2001	N/A	N/A	64%	60%	57%
2000	79%	65%	64%	58%	
1999	79%	62%	67%	60%	
1998	78%	60%	68%	62%	
1997	80%	64%	68%	62%	



This year was a rebound year for satisfaction with Travel Amenities. After reviewing the historical data, we decided that we might not have been asking the right questions on the survey. Historically, we measured the attributes of Mileage/Destination Signs, Variety of Rest Areas/Plaza Services, Number of Rest Areas/Plazas, Service/Attraction Signs, and Number of Radio Advisory Stations. We determined that we could not influence the customer's satisfaction relative to radio advisory station signs without having some influence in the coverage area of advisory stations, so we discontinued asking about this attribute. We also discontinued asking about the number of rest areas and plazas. Playing devil's advocate with the data, if the customers had indicated to us that they were dissatisfied with the number of rest areas, we could not be responsive to their needs by just going out and building them. Specific data are provided in the following table.

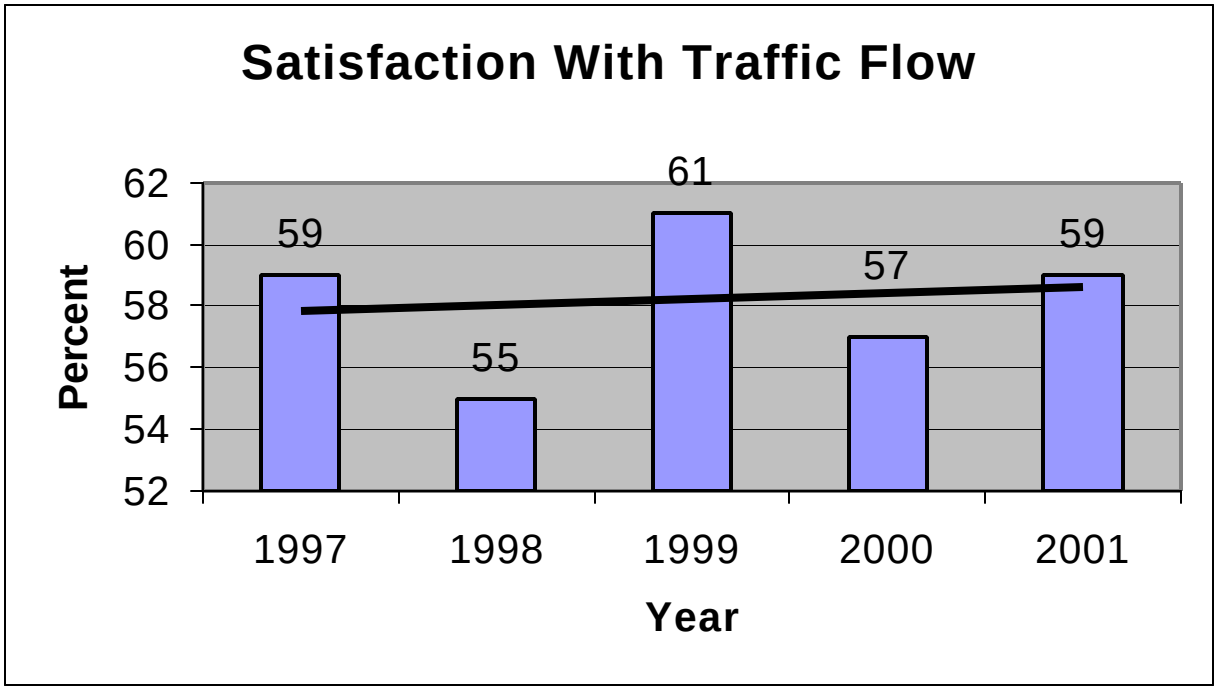
	Mileage Signs	Variety of Services	Number of Areas	Service Signs	Radio Advisory Stations
Change from last year	**+1%**	**+5%**	**N/A**	**+4%**	**N/A**
2001	75%	77%	N/A	70%	N/A
2000	74%	72%	67%	66%	48%
1999	76%	71%	71%	67%	51%
1998	74%	59%	68%	66%	46%
1997	75%	61%	66%	71%	48%



Safety is one of our key indicators of success. Safety is much more than highway fatalities. This years 62% satisfaction rating has abruptly ended our decreasing trend of 3% since 1997. The increase may be caused by one additional attribute we added this year. We thought it would be important to find out how well we are doing at creating an environment where our customers can see what's going on around them as they travel the infrastructure. In addition to the attributes of Warning Signs, Construction Signs, Lane Width, Pavement Markings, Safety Barriers, Detour Directions, Shoulder Width, Roadway Lighting, and Wet Weather Conditions, we added Visibility. Visibility alone indicates a 70% satisfaction rating from our customers. Specific data for each attribute is provided in the following tables.

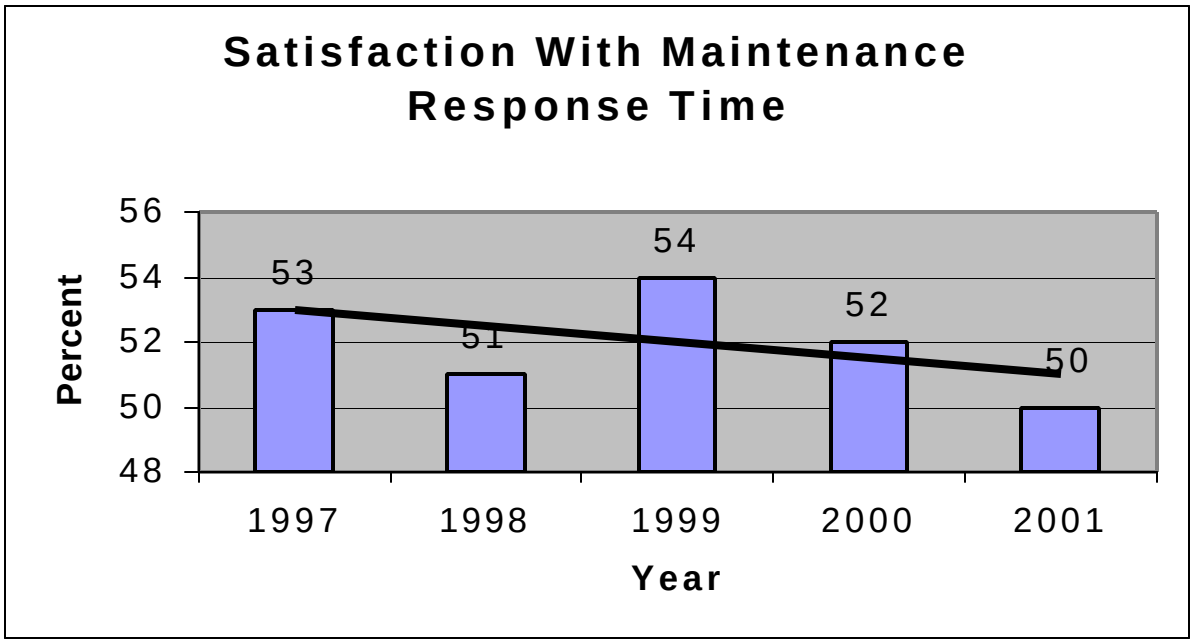
	Warning Signs	Construction Signs	Lane Width	Pavement Markings	Safety Barriers
Change from last year	**+2%**	**-1%**	**-1%**	**0%**	**+1%**
2001	71%	64%	62%	62%	63%
2000	69%	65%	63%	62%	62%
1999	69%	69%	67%	63%	63%
1998	70%	67%	69%	63%	63%
1997	70%	71%	69%	66%	66%

	Detour Directions	Shoulder Width	Roadway Lighting	Wet Weather Conditions	Visibility
Change from last year	**+3%**	**-6%**	**-2%**	**+6%**	**New**
2001	58%	49%	50%	50%	70%
2000	55%	54%	52%	44%	
1999	57%	58%	56%	49%	
1998	58%	54%	57%	49%	
1997	57%	57%	54%	49%	



Customer's perception of traffic flow has increased this year by 2%. Specific attributes measured for this area have changed. Historically, we measured Toll Booth Delays, Accident Clean-up, Level of Congestion, and Construction Delays. We determined that we could not control all accident clean up activities so elected to drop measurement of this attribute. Our customers are not aware of what accidents we are made aware of and which ones we are not. Asking a question about accident clean up would imply that we would be expected to respond to all accidents to perform clean up activities. This level is service and expectation is unrealistic. Specific data and information is provided in the following table.

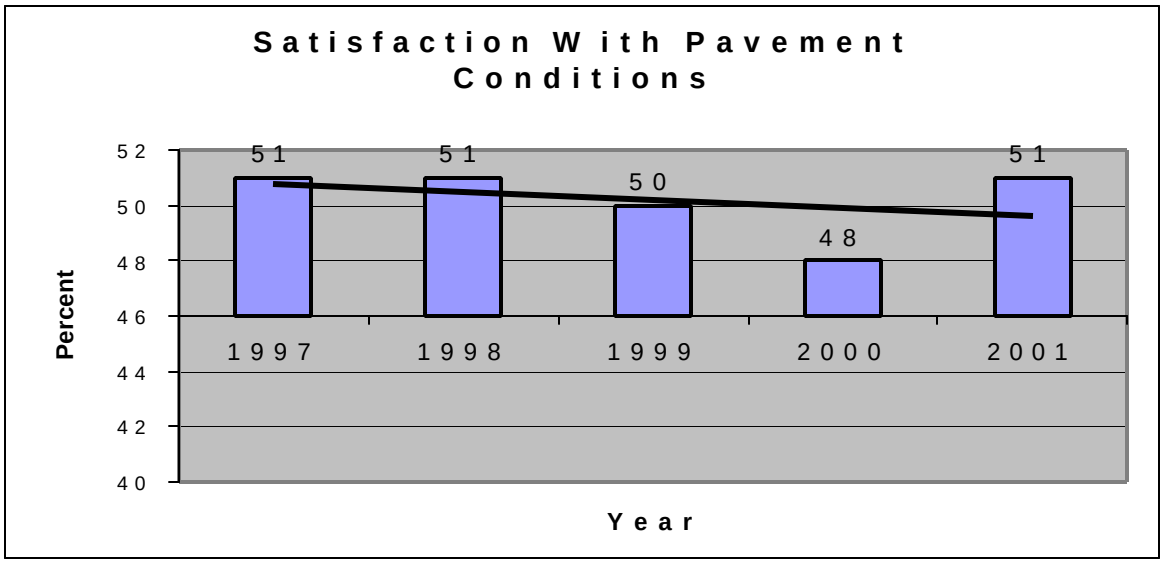
	Toll Booth Delays	Accident Clean-up	Level of Congestion	Construction Delays
Change from last year	**0%**	**N/A**	**-2%**	**0%**
2001	66%	N/A	44%	44%
2000	66%	62%	46%	44%
1999	81%	62%	50%	42%
1998	76%	64%	44%	40%
1997	77%	66%	47%	41%



We dropped another 2% this year to an all time low. We are not sure if the drop is a result of actual change in satisfaction or attributable to the survey's margin of error of +/- 3.5%. However, it is troublesome to see the continued decreasing trend in satisfaction. The attributes measured for this area includes Rest Area Cleaning, Snow Removal, Guardrail Repair, Litter Removal, and Pavement Repairs. Though the attributes for this area did not change, some wording of two questions did change. This year we were very specific and asked for satisfaction with our snow *and ice* removal performance. We also changed the wording for pavement repairs to ask satisfaction with the time it takes us to repair pavement *damage or potholes*. Additional emphasis in all these areas is required. Specific data is provided in the following table.

	Rest Area Cleaning	Snow Removal	Guardrail Repair	Litter Removal	Pavement Repairs
Change from last year	**-1%**	**-3%**	**+3%**	**-3%**	**-3%**
2001	73%	61%	62%	51%	32%
2000	74%	64%	59%	54%	35%
1999	76%	62%	65%	57%	37%
1998	69%	46%	65%	56%	37%
1997	75%	48%	64%	60%	35%

Since 1997 we have made major improvement in our ability to satisfy customer's expectations of snow removal. Holding the gains in pavement repairs, considering the increase in roadways throughout Kentucky, is notable, yet we still have work to do in this area to increase customers perceptions.



This year we show an increase of 3% in satisfaction with pavement conditions. The data still indicates a downward trend that will take additional measurements, and positive performance to correct. Specific attributes measured in this area include Quiet Ride, Surface Appearance, Durability, and Smooth Ride. We also added two additional attributes of Surface Conditions and Water Drainage. Data about these attributes are provided in the following table.

	Quiet Ride	Surface Appearance	Durability	Smooth Ride	Surface Conditions	Water Drainage
Change from last year	**+3%**	**+9%**	**+6%**	**+7%**	**New**	**New**
2001	54%	53%	48%	48%	38%	51%
2000	51%	44%	42%	41%		
1999	54%	54%	51%	48%		
1998	51%	51%	50%	48%		
1997	53%	53%	46%	48%		

Summary of Results Identified Above

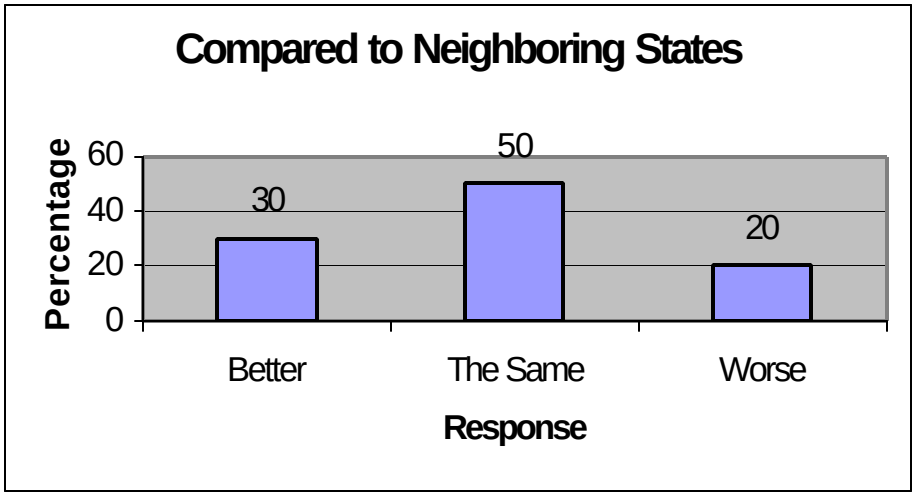
The following table illustrates attribute changes from 2000 – decreases are shown on the left; increases on the right. Differences exceeding the margin of error are shaded.

Decreases from 2000	No Change from 2000	Increases from 2000
Shoulder width	Bridge conditions	Pavement durability
Congestion level	Environmental compatibility	Pavement surface appearance
Timeliness of rest area cleaning	Pavement markings	Ride smoothness on pavement
Visual appearance of bridges	Toll booth delays	Service/attraction signs
Timeliness of snow/ice removal	Construction delays	Wet weather pavement conditions
Pavement repairs		Guardrail repair
Timeliness of litter removal		Quietness of ride on pavement
Construction signs		Detour signs
Lane width		Sound barriers
Roadway lighting		Mileage/destination signs
		Safety barriers
		Ride smoothness on bridges

What Else Did Our Customers Tell Us?

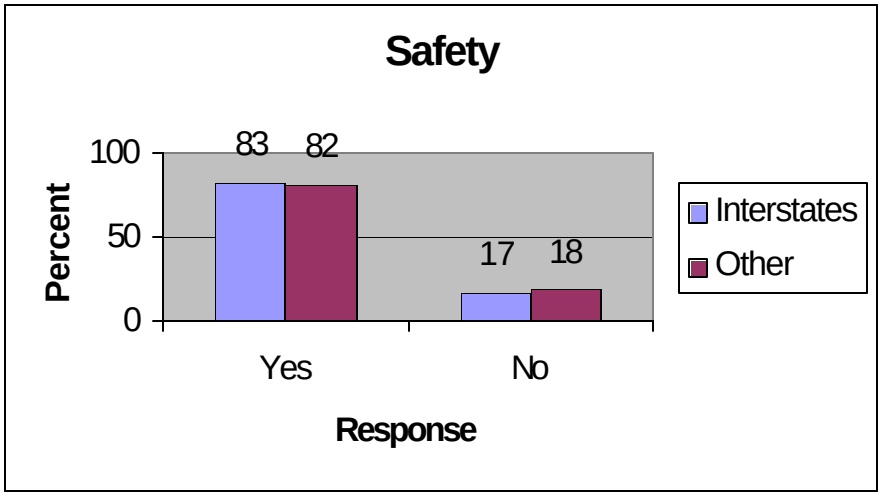
For the 2001 survey, several questions were included to assess how safe people felt on Kentucky highways, how well the highways were maintained, and how we stack up to neighboring states where people may have experienced driving. The results are presented below.

How would you compare Kentucky Highways to neighboring states?

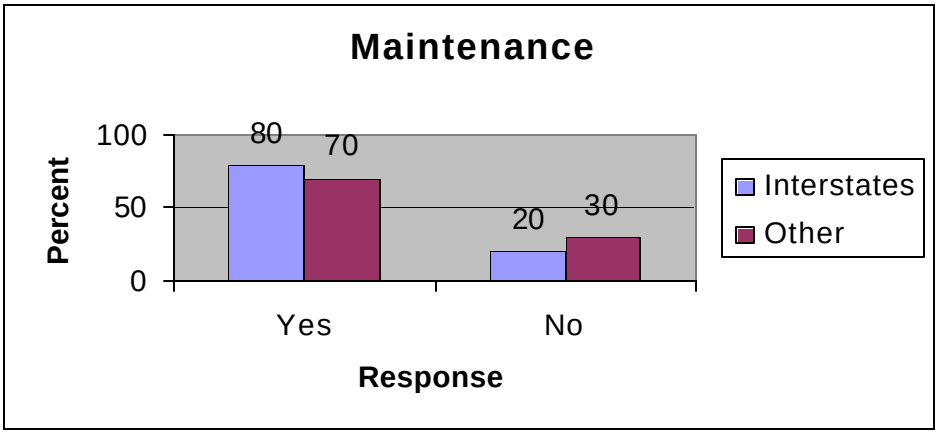


While more thought Kentucky Highways were better than worse, about half of the respondents thought they were about the same. Drivers who primarily use rural secondary and major two-lane highways are more likely to think Kentucky Highways are better than neighboring states than those who primarily drive the Interstates. Those who drive mostly in rural areas are more positive about our roads compared with other states than those who drive in urban/suburban areas.

Do you think Kentucky Highways are safe?

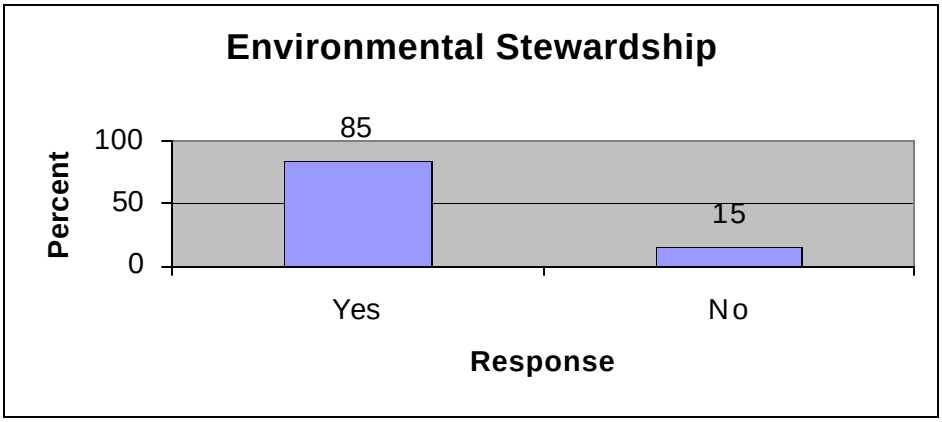


Do you think Kentucky highways are well maintained?

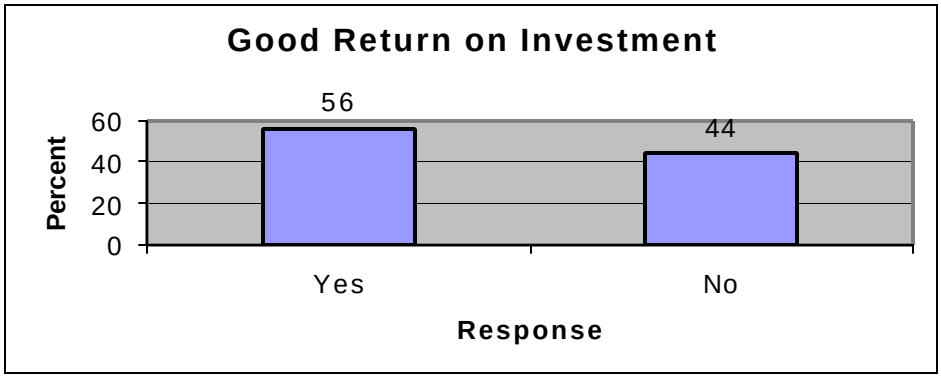


In general, respondents think Kentucky highways are safe and well maintained, with the Interstates fairing a little better than other highways. Those who drive primarily on rural highways are more likely than urban/suburban drivers to think that all highways are well maintained and that non-interstates are safe. Truck drivers are more likely to think non-interstates are well maintained than SUV drivers.

Does the Transportation Cabinet take adequate measures to protect and preserve the environment?

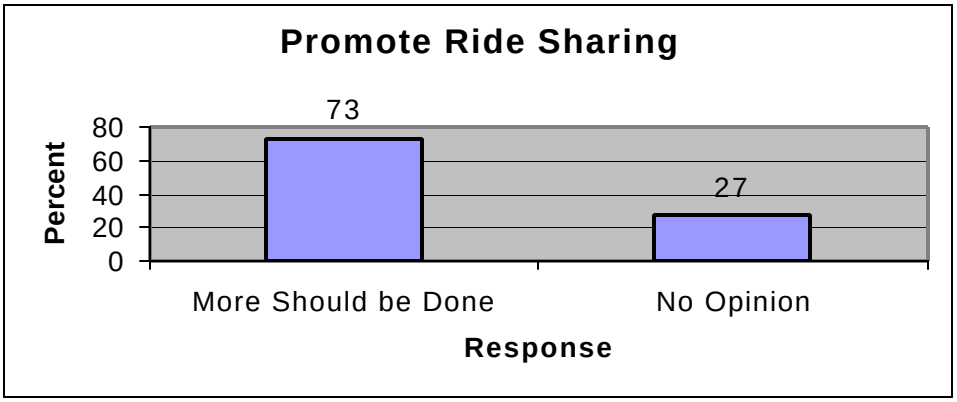


Do you think you are getting a good return on investment for your gasoline tax dollars?



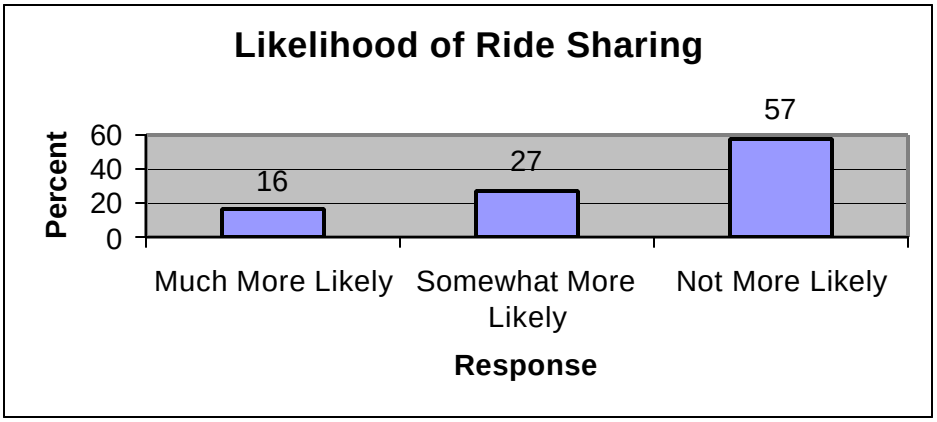
Truck drivers were more likely to agree than car and SUV drivers did.

Should the Transportation Cabinet do more to promote ride sharing or car-pooling?



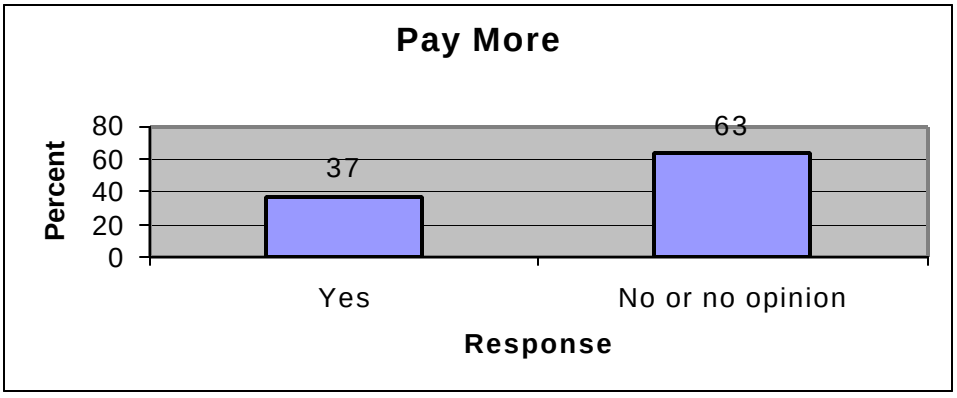
Those who primarily drive rural secondary roads were significantly less likely to agree than those who drive all other types of highways.

How much more likely would you be to car-pool or share rides if accommodations were made to the highway system?



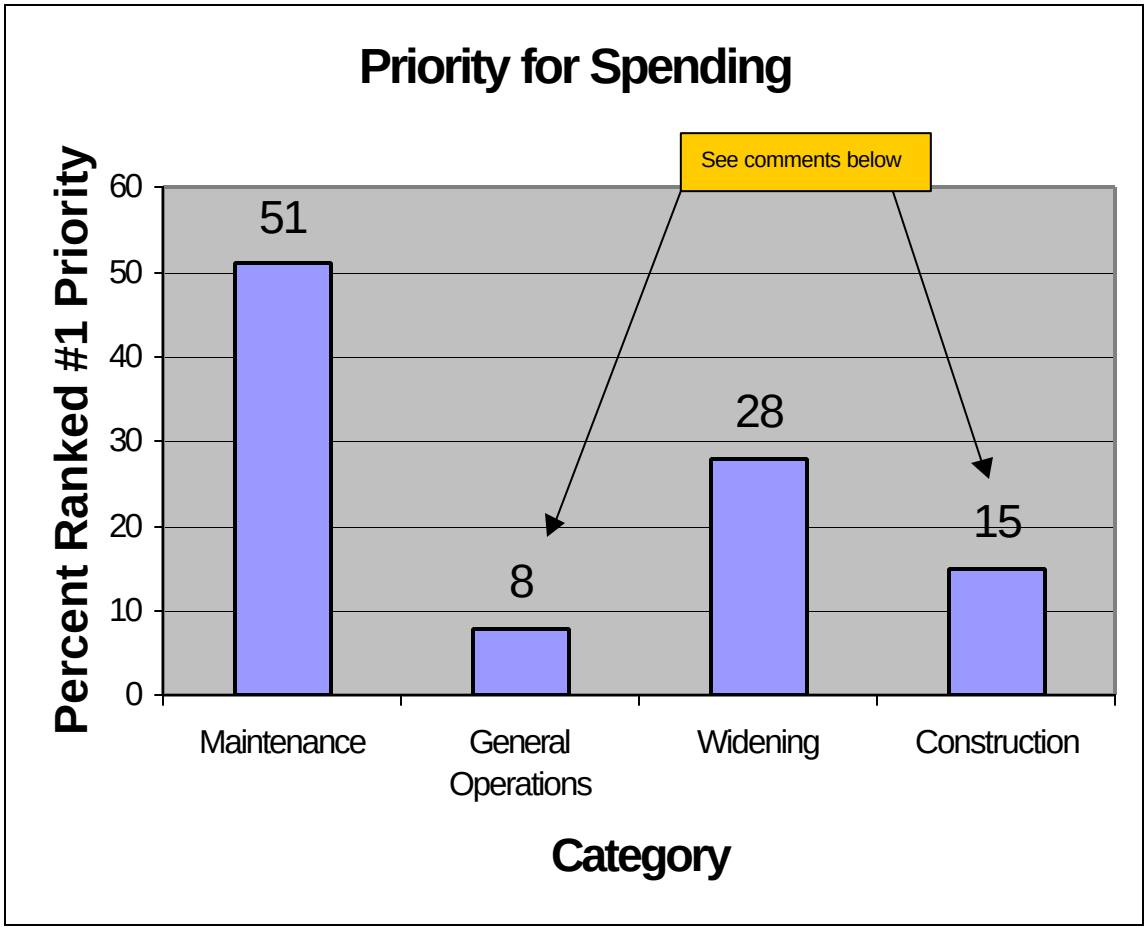
Interestingly, our customers indicate that we should do more to promote ride sharing and car-pooling, but 57% would more than likely not do it. Overall, 43% of those who do not already share rides said they would be likely to start doing so. Currently, 2% reported they ride share.

Would you be willing to pay an extra $1.00 when you fill you gas tank if it were guaranteed to be spent on additional highway maintenance?



Our customers were given the opportunity to rank order their preferences among four areas for how the expenditure of highway dollars should be prioritized. The four areas were:
1) Maintenance of Existing Roads
2) General Traffic Operations Such as Signs, Signals and Turn Lanes
3) Widening Existing Roads
4) Constructing New Roads

The chart below shows the percentage of all respondents who selected each area as their HIGHEST priority.



Clearly, the majority of Kentucky drivers prefer that Maintenance of existing roads be given the highest priority. Examining the portion of the population that preferred an area as the number one priority does not make full use of the data. The chart above may mislead one to believe that "General Operations" was the public's lowest priority, when in fact "*Constructing New Roads" was lowest*. This was determined by looking at the aggregate priority rankings overall. The aggregate highest ranked priority for Kentucky motorists is to spend money on Maintenance (average rank = 1.8). The next highest ranking priority was Widening (average rank = 2.3). The third highest-ranking priority was General Operations (average rank = 2.9), followed lastly by Constructing New Roads (average rank = 3.0).

Additional Findings

This section highlights additional results regarding the relationship between satisfaction of highway characteristics and the type of vehicle driven, primary type of highway driven, and whether the majority of miles was on urban/suburban or rural roads. Each of the seven characteristics measured is listed below with key driving pattern differences outlined for each. Only statistically significant relationships are reported.

Traffic Flow – Those who reported most of their driving was on rural roads were more satisfied than those driving on suburb/suburban roads.

Safety:
- Higher satisfaction was expressed by interstate drivers than by major two-lane highway users.
- Lower satisfaction was expressed by rural secondary road drivers than by drivers of all other types of highways.

Visual Appeal:
- Drivers who put most their mileage on interstates gave higher ratings than did those who use major two-lane or rural highways.
- Users of other multi-lane highways were also more satisfied than drivers on rural highways.
- Car drivers were more satisfied than truck drivers.

Travel Amenities:
- Interstate travelers gave higher ratings than those who usually drive on major two-lane highways.
- Lower ratings were given by rural secondary road drivers than by drivers of all other types of highways.
- Car drivers were more satisfied than truck drivers.

Maintenance Response Time:
- Car drivers were more satisfied than truck drivers.
- Lower satisfaction was expressed by rural secondary road drivers than by drivers of all other types of highways.

Pavement Conditions:
- Satisfaction was higher for car drivers than for truck drivers.
- Lower satisfaction was expressed by rural secondary road drivers than by drivers of all other types of highways.

Employee Satisfaction

Background

The Kentucky Transportation Cabinet seeks to attract, develop, involve, and retain qualified people. To achieve this, we must provide a work environment and a work climate that supports the well-being, satisfaction, and motivation of each employee.

Purpose

This measure is intended to provide a "snapshot" assessment of employee attitudes and morale. An in-depth assessment was not accomplished this year. We elected to take a random sample of employees to participate in answering key questions relating to safety, responsiveness, continuous improvement, credibility, on-time, and within budget. Additional questions were asked to determine the general perceptions of employment with and support from the Cabinet.

Method

Employees were randomly selected to participate in this year's survey. The survey was sent via electronic mail to employees throughout the Transportation Cabinet. Employees had three options for responding to the survey, which included electronic reply, messenger delivery of completed printed copy, or hand delivery of printed copy. Selected employees were encouraged, but not required to participate. The Office of Quality administered the survey to ensure employees of confidentiality of responses provided.

Improvement/Results

1 = Strongly Agree 2 = Agree 3 = Disagree 4 = Strongly Disagree 5 = Not Important

Question	Average Answer
1. I believe KYTC is a safe environment to work in.	1.90
2. I believe KYTC is responsive to my needs.	2.27
3. I am involved in continuous improvement activities as much as I want to be.	2.15
4. I believe supervisors do what they say they will do.	2.17
5. I have the ability to accomplish my work on time.	1.88
6. I have the ability to accomplish my work within budget.	2.03
7. I believe KYTC offers all the training I need to do my work.	1.93
8. I believe my overall benefits meet my basic needs.	2.12
9. KYTC provides a pleasant working environment.	2.22
10. I would recommend KYTC as a preferred place of employment.	2.10
AVERAGE	**2.08**

The results indicate that we do not have major concerns with employees' perceptions about employment and the working environment

Employee Suggestion Program

Background

The Employee Suggestion Program was established by KRS 18A.110 and 101 KAR 2:120 as an incentive program for all state employees. Any employee with status in the classified service (merit system) may be recognized and rewarded for submitting a suggestion that results in the improvement of state service or in the realization of savings by the State. The Transportation Cabinet's Employee Suggestion System Coordinator within the Division of Personnel Services is responsible for processing suggestions made by the employee. The coordinator initially reviews suggestions, researches appropriateness of suggestions and represents the Cabinet on the Employee Suggestion Council, which consists of representatives from all state government agencies. The Council must approve all suggestions.

Purpose

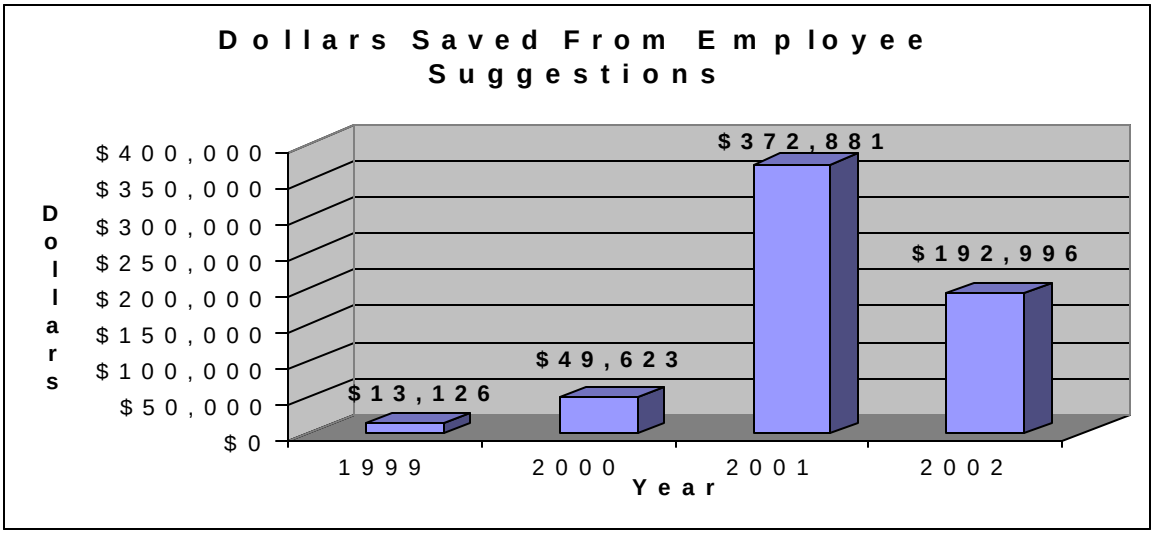
According to the statute (101 KAR 2:120), a suggestion shall be a positive idea which: a) explains how to improve methods, equipment or procedures; b) reduces time or cost of a work operation; c) creates a safer work environment; d) increases revenue; or e) improves relationships with or services for the public. This program provides a means for employees to improve Cabinet activities on an on-going basis.

Method

Employees must complete an Employee Suggestion Form and submit it. The Cabinet coordinator determines if the employee is eligible to participate and whether the suggestion duplicates a previous suggestion or is ineligible. An evaluation of the employee suggestion is completed and the suggestion is either approved or denied.

An approved suggestion is eligible for a monetary award of 10% of the first year savings of the implemented suggestion with a minimum of $100 and a maximum of $2500. An approved suggestion for which no savings can be determined, or there is no actual savings is eligible for the minimum reward of $100.

Improvement/Results



Transportation Security

The Transportation Cabinet, over the last year, has developed and delivered a statewide awareness program for Transportation field personnel. The awareness topics covered are hazardous materials, weapons of mass destruction, first responder, incident management, and terrorism. To this point in time, the Cabinet has trained bridge inspectors and traffic, maintenance, and construction personnel from the twelve Highway Districts. In the coming year, we will continue to provide awareness training for field personnel.

The Cabinet has participated in national workshops to identify transportation vulnerabilities and strengthen security of our highway infrastructure. A preliminary list of vulnerable highway facilities has been developed. These efforts are ongoing and will continue to be a priority for the Cabinet.

The Cabinet is a member of the Governor's Homeland Security Task Force. We have also discussed transportation security issues with the major railroads serving Kentucky.

Disaster Response

This year we underwent an exercise to identify resources and gaps in our capability to respond to a maximum demand worse case scenarios for each District. Scenarios differ between Districts. Once a District identified their scenario, they identified the resources they would need to respond to the situation. A comparison was then done to determine the gaps between what was needed to respond and what they currently had, or could get. Cost data was then estimated for personnel, skills, equipment, construction, material, planning, etc. for the gap.

The average District level cost gap is $50M

Contingency funding and/or planning initiatives has begun and will be documented to identify actions to be taken in the event of specific contingency situations. Over time, we expect gaps between what we currently do and what will be needed of us during times of contingency to be bridged. Along the same line, we would, as best as legislatively possible, identify normal operational funding practices that would offset contingency funding issues. Emphases will need to be placed on buying equipment that can be used during normal and contingency operations. Personnel and their skills need to transition so that contingency skills are available and being used during normal operations.

This is a new objective and will be under construction to ensure planning and implementation capability requirements have been fully developed.

Emergency Response

The Transportation Cabinet has worked and continues to work cooperatively with the Division of Emergency Management in response to natural or man made disasters. The Cabinet provides a representative to assist in managing response and recovery efforts that affect the transportation system. This representative acts on behalf of the Cabinet to identify and mobilize the Cabinet's equipment, material, and manpower resources as needed.

The Cabinet has initiated the development of an Emergency Response Plan to enable quick response for any natural or man made disaster. We have met to identify needs and to determine the direction the Cabinet must go in order to meet the needs of the Commonwealth. The Emergency Response Plan will be a living document in need of constant updating as the needs of the Commonwealth change.

Transportation Operations Center

The Transportation Cabinet is continuing its development of a statewide Transportation Operations Center that will serve as a clearinghouse for transportation system information. This center will be staffed with employees who will provide Vehicle Enforcement dispatching services and monitor road and weather conditions. The monitoring of road and weather conditions will require communication and cooperation with Vehicle Enforcement, Kentucky State Police, Emergency Management, Highway District Offices, regional traffic management centers, and local law enforcement agencies. Road and weather conditions will be shared with the traveling public by several methods including the 511 traffic and travel telephone service and the related 511 website.

The Transportation Operations Center will play an integral role in the Cabinet's transportation security and emergency response activities. The Center will also be involved in timely child abduction alerts when such an alert is initiated by the Kentucky State Police.

Absenteeism

Background

Employees, who are satisfied with their work, generally have better attendance rates. Thus, employee satisfaction can be reflected in absenteeism rates. This performance measure provides information on leave without pay and sick leave.

Purpose

Absenteeism can reflect on an employee's dedication to duties and job satisfaction level. It can have an impact on the workload and productivity of other employees who remain on the job. The purpose of this measure is to gauge employee desire to be at work, and to provide comparisons from one year to another.

Method

Absenteeism data will be collected annually by the Division of Personnel Services with assistance from the Division of Accounts.

Improvement/Results

Rates for sick leave usage during FY '02 were steady as compared to FY '01. Approved and unapproved leave without pay resulted in a slight decrease.

The Cabinet's goal is to reduce the amounts of sick leave and leave without pay taken by the end of FY 2003 to 3.50% from 1999's yearly rate of 4.62%. At the end of FY '01, the average was 4.47%, and at the end of FY '02 the average was slightly lower at 4.43%. This indicates that the Cabinet is slowly moving in the right direction, but much improvement is still necessary if we want to reach our FY 2003 goal. Of the total hours reported, leave time percentages during the fiscal years are as follows:

Reporting Period	Total Hours Reported	Sick Leave Used (Hrs / %)	Approved Leave Without Pay Used (Hrs / %)	Unapproved Leave Without Pay Used (Hrs / %)
FY 2000 July 1, 1999- June 30, 2000	13,243,611.06	545,215.67 (4.117%)	35,515.26 (0.268%)	30,017.83 (0.227%)
FY 2001 July 1,2000- June 30, 2001	12,889,016.26	510,425.25 (3.960%)	39,290.89 (0.305%)	26,733.36 (0.208%)
FY 2002 July 1, 2001- June 30, 2002	13,023,737.76	515,769.55 (3.960%)	37,266.04 (0.286%)	23,430.35 (0.180%)

While data shows the total number of hours of unapproved leave without pay has steadily declined, the number of employees reported as being on unapproved leave without pay has **increased** from 207 in FY '01 to 251 in FY '02.

The Division of Personnel Services, with the assistance from the Division of Accounts, will continue to monitor and assess absenteeism rates with each division/district. In order to improve in this area, Personnel Services will advise managers of employees who have been reported as being on unapproved leave without pay for 25 hours or more and require explicit explanations for each of these employees. In addition, the Division of Accounts has been encouraged to conduct refresher training sessions for payroll personnel on what to do when the payroll system rejects an employee's reported leave due to an insufficient balance. This will attempt to curb employee information from being reported incorrectly in our system.

Managers will also be encouraged to consider leave balances for all personnel actions affecting compensation in order to provide an incentive to reduce absenteeism.

Employee Turnover Rate

Background

Employees who are satisfied with their employment generally stay with their employer longer. Employee satisfaction can be reflected in turnover rate. Although many factors can be involved with turnover rate, it is acknowledged that a lower rate is better.

Purpose

This measurement provides an indicator of employee satisfaction. Setting aside unusual events such as retirement incentives, the turnover rate can measure the level of attachment and loyalty employees feel for our Cabinet.

Method

The Transportation Cabinet analyzes turnover data provided by the Personnel Cabinet.

Improvement/Results

Employee turnover in FY '02 decreased to 4.29% as compared to FY '01's rate of 4.61%. Both years remain under the Cabinet's goal of **6% or less**. Data includes employee resignations, terminations, deaths and military leave.

It is noted there was a slight increase in Cabinet personnel being placed on military leave in FY '02. Currently, 54 employees have reported as being members of Armed Forces. Since September 11, 2001, 13 employees have been called to active service.

To maintain or possibly improve the current turnover rates, Personnel Services has developed an Employee Exit Interview form for voluntary separations. The information obtained on the form will help determine areas in which improvements can be made to retain skilled and experienced employees. Personnel Services will also continue to monitor turnover within individual divisions and districts and advise when the number of separations is excessive.

A breakdown of employee turnover is as follows:

	July 2000 - June 2001		**July 2001- June 2002**	
	# of Separations	Percentage	# of Separations	Percentage
Resignations	226	3.72%	191	3.13%
Terminations	32	0.53%	44	0.72%
Death	19	0.31%	16	0.26%
Military Leave	3	0.05%	11	.18%
Totals	**280**	**4.61%**	**262**	**4.29%**

Note: Though not included in the above figures the number of retirements increased in FY '02. There were 215 retirements in FY '01 and 287 in FY '02. The increase was not surprising since new retirement incentives were implemented coupled with the Cabinet's growing number of career employees.

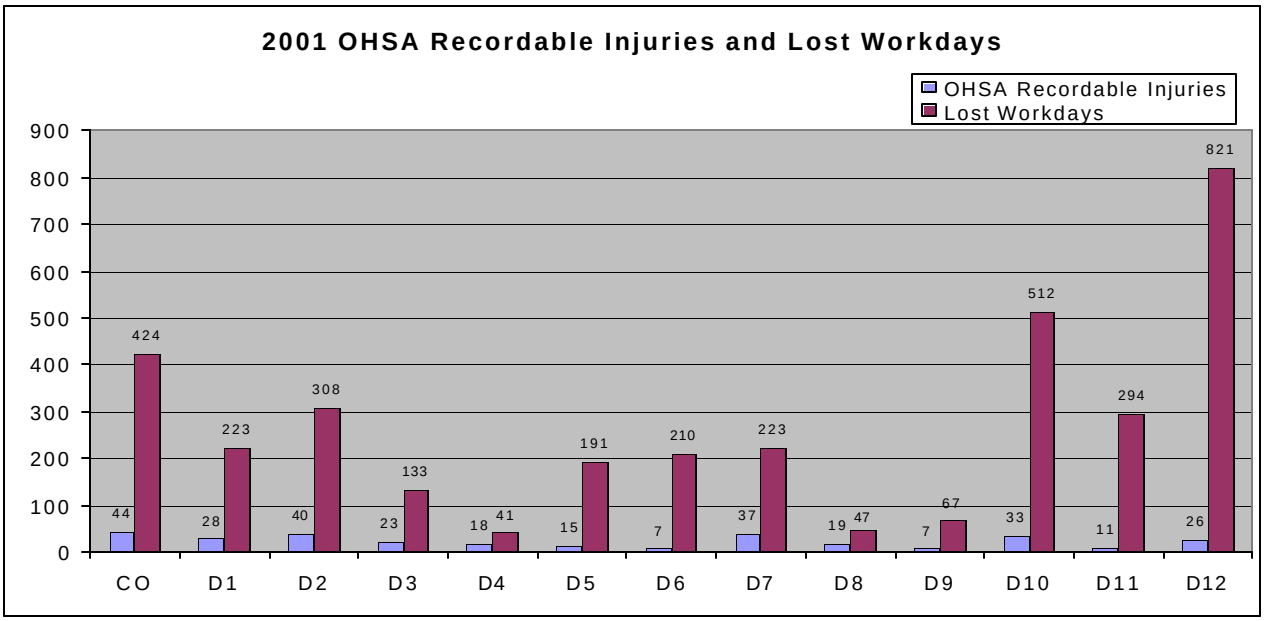
Lost Workdays

Background
As a companion measure to OSHA recordable incident rates, this measure gives information on workdays lost due to on-the-job accidents. Lost workdays usually impact productivity.

Purpose
This measure assists in tracking employee safety.

Method
Lost workdays are recorded by calendar year, based on OSHA requirements, and by District.

Improvements/Results
An improvement is shown by a decrease.



Workers' Compensation Claims

Background

The Division of Workers' Compensation administers procedures, policies, and laws in accordance with Chapter 342 enacted by the Kentucky General Assembly for the Transportation Cabinet, that is self-insured. The staff receives and process workers' compensation First Report of Injury or Illness reports for Cabinet employees and reports all medical, suspicious and fraudulent claims to the third-party administrator, GAB Robins North America, Inc.

Purpose

The yearly billings charted below are indicative of a significant revision of the Kentucky Workers' Compensation Act during the 2000 Legislative Session and thus a visible increase. The 2000 Amendments leave in place the four-year limitation on reopening, but eliminate the two-year waiting period following an award or order granting or denying benefits. The two-year period following a previous motion to reopen by the same party was reduced to one year.

Method

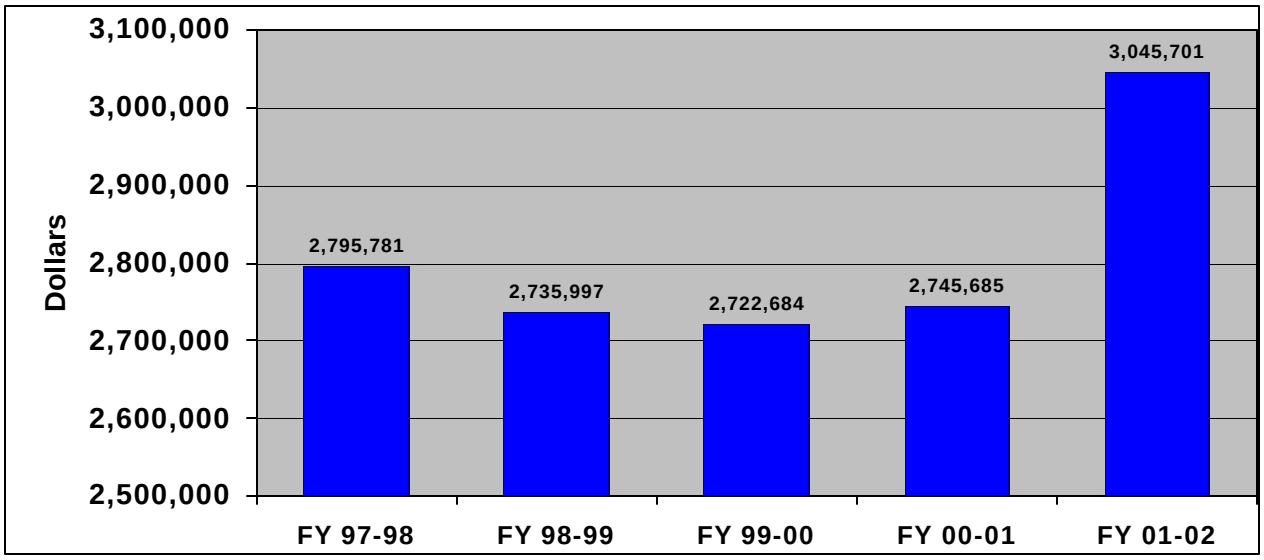
Data are compiled from First Report of Injury or Illness reports filed by the Districts and the Central Offices on injured employees. The data reported indicates the type of medical claims processed, if any were required. The category of "Medical Claim Filed" indicates the file was forwarded to GAB for claim processing. The category of "No Medical Claims Filed" is a large savings to the Cabinet, as they are not forwarded to the third-party carrier and only retained in-house. The data and information is collected based on calendar year, not fiscal year, so 2002 data is not available at this time.

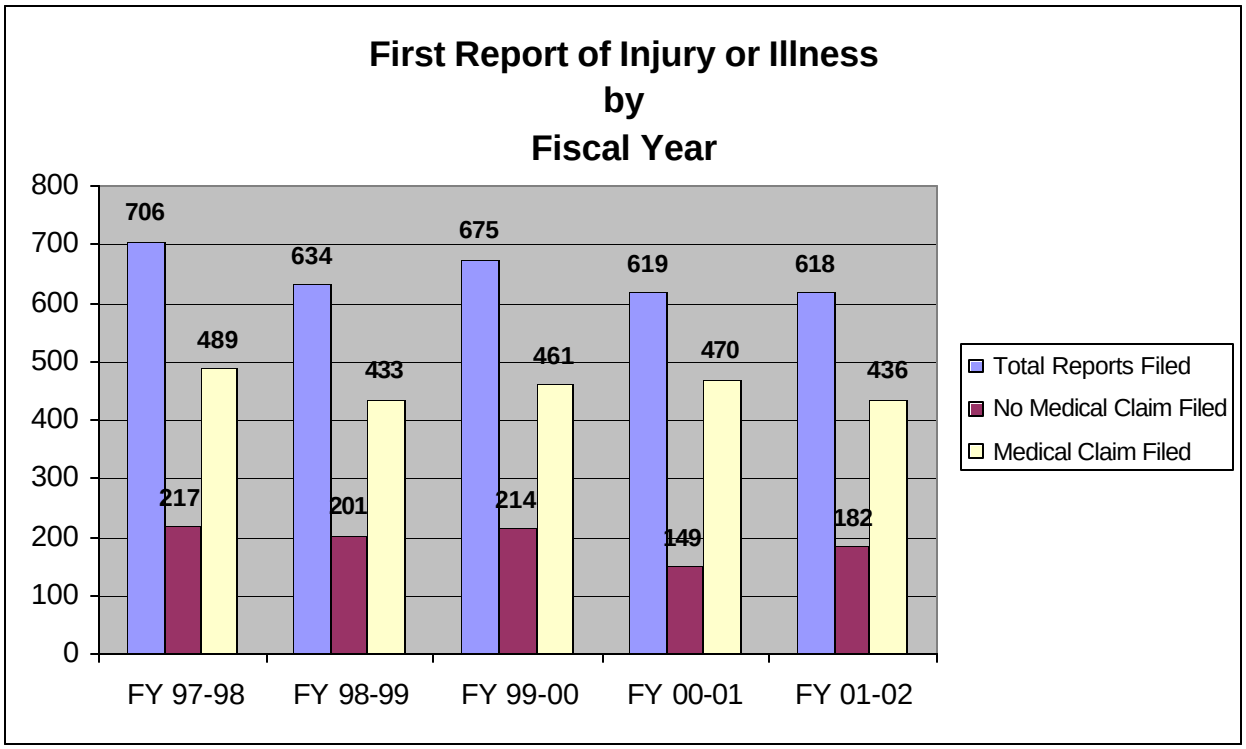
Improvement/Results

We must continue to provide training for cabinet-wide personnel or liaisons on the correct procedures for the First Report of Injury or Illness and how best to utilize the "Return to Work" philosophy. We must coordinate and implement safety efforts with the Division of Employee Safety and Health in order to further improve job safety by increasing our safety training, and use of seat belts to minimize work-related injuries and realize a decrease in claims.

We will continue to enhance partnerships and customer service to encourage and foster the relationships with our third-party carrier and excess insurance carrier for understanding or expectations and on-time delivery, which is in accordance with Chapter 342.

GAB Billings
By Fiscal Year





All First Reports of Injury or Illness are turned into Workers' Compensation for review and processing. If there is no medical claim filed for a report, the file is maintained in the Transportation Cabinet. If the report contains medical claims, the report is forwarded to GAB for claims processing. Worker's Compensation also retains files on any re-opened claims. Re-opened claims generally go into a litigation status to review when the claim was filed and what the law was at that time. Of the total reported claims, the decrease in those processed is due largely to the Cabinet's "Return to Work" program.

Information Technology Funding

This measure and information is under construction. Efforts are underway to identify performance measures for this area.

One primary measure under consideration is the percent of dollars expended/dedicated to technology. Our current estimate is 1.45%. Our initial thought for an expectation for this measurement is 2.5%.

We will be collecting information and benchmarking with other agencies to fine-tune a realistic expectation. We expect to have this measurement ready for managing by the next edition of *The Path*.

Equal Employment Opportunities

Background

It is the policy of the Transportation Cabinet to assure equal employment opportunities to all persons. All Cabinet employees shall be treated impartially and without regard to race, color, religion, national origin, sex, age or disability in all aspects of employment, including, but not limited to hiring, rates of pay or other forms of compensation, upgrading, demotion or transfer, disciplinary actions, layoff, termination and selection for training programs within the Cabinet. The Office of Minority Affairs oversees, the Cabinet's Equal Employment Opportunity (EEO) programs, including the enforcement of Titles IV and VII of the Civil Rights Act.

Purpose

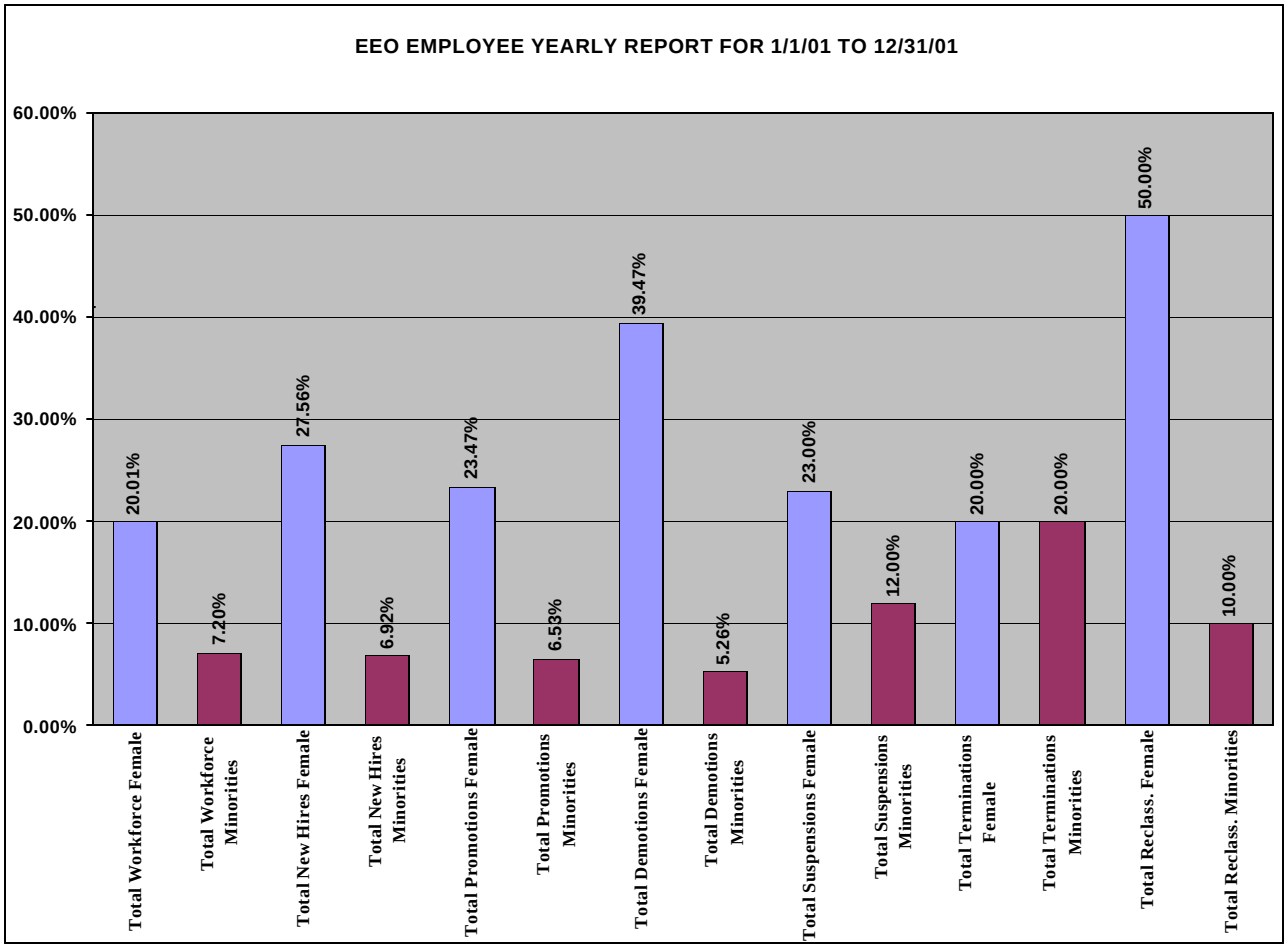
The Cabinet is committed to providing an Equal Employment Opportunity workplace.

Method

Data are collected from Personnel and forwarded to the Office of Minority Affairs. The data information is collected based on calendar year, not fiscal year, so 2002 data is not available at this time.

Improvement/Results

The Cabinet has established goals for minorities and women in the work force. The goal for percentage of females within the Cabinet is 20%. The Cabinet goal for the percentage of minority employees is 8.93%. We are currently meeting our goal of female employment within the Cabinet, but our goal of 8.93% for minority employees is not being met. Increased minority recruitment and other avenues of increasing minority employment must be explored in order to meet our goal for minority employment.



GENERAL INFORMATION

General Information and History

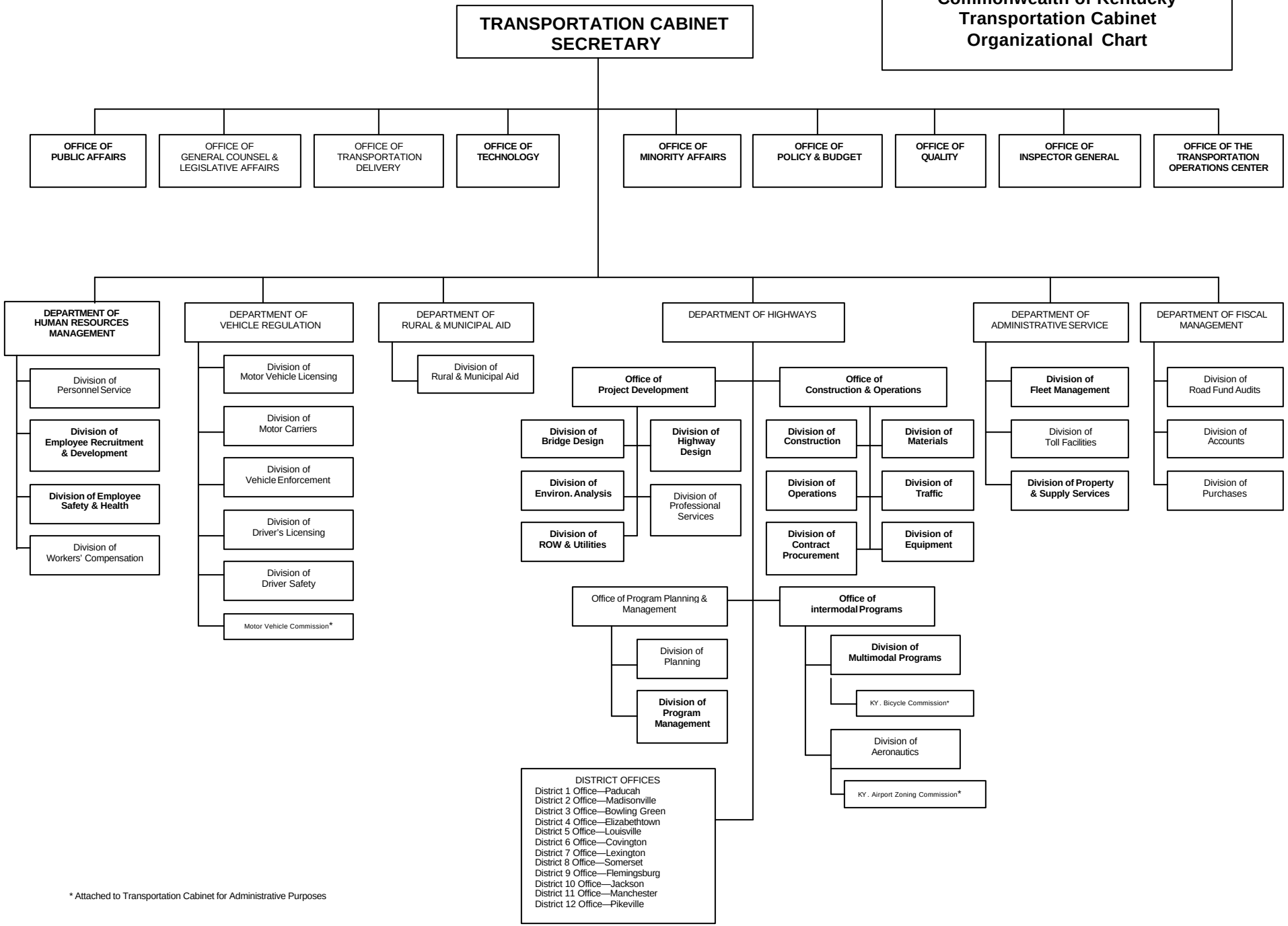
The Transportation Cabinet had its origin as an agency of the Commonwealth of Kentucky in 1912 when the General Assembly established the Department of Highways. The scope of this original unit was significantly broadened by Executive Orders 72-288 and 73-54 (confirmed by 1974 legislation), which created the Department of Transportation as a consolidation of the Departments of Highways, Motor Transportation, and Aeronautics, plus certain transportation-related functions of the Department of Public Safety and the Department of Revenue. In accordance with action of the 1982 General Assembly, the Transportation Cabinet was established as a successor to the Department of Transportation and assumed all of the duties formerly associated with the department. In 1998, KRS 12.250 codified the Transportation Cabinet as a program cabinet.

The Transportation Cabinet is responsible for maintaining and improving the transportation infrastructure in the Commonwealth. All modes of transportation are addressed by the Cabinet, including air transportation, railroads, waterways, public mass transit, and highways. The organization is headed by the Secretary of Transportation, who is appointed by the Governor. The Kentucky Revised Statutes, principally in Titles XV and XVI, which deal with roads, waterways, aviation, and motor vehicles, specify the duties and responsibilities of the Cabinet.

The Cabinet receives funding from a variety of sources, mainly the state Road Fund, proceeds from bonds issued by the Kentucky Turnpike Authority, and federal aid apportionments for highways. Other revenue sources are agency receipts, non-highway federal aid, and the state General Fund. The major revenue components of the Road Fund are the motor fuels tax, motor vehicle usage taxes, license and privilege taxes, toll road receipts, interest income, and miscellaneous departmental fees, permits, and sales.

One addition to the Cabinet this year was the Office of Inspector General (OIG). This Office was created based on a recommendation from the Program Review and Reform Committee's (PRRC) four-month review of the policies and procedures of the Cabinet. This office was created by Executive Order 2002-785. Office of Inspector General will provide an open door for any member of the public, Cabinet employee, or contractor to voice concerns or complaints. The overall goal of the Office is to fully restore the integrity of the Cabinet and the trust of the taxpayers in its operation.

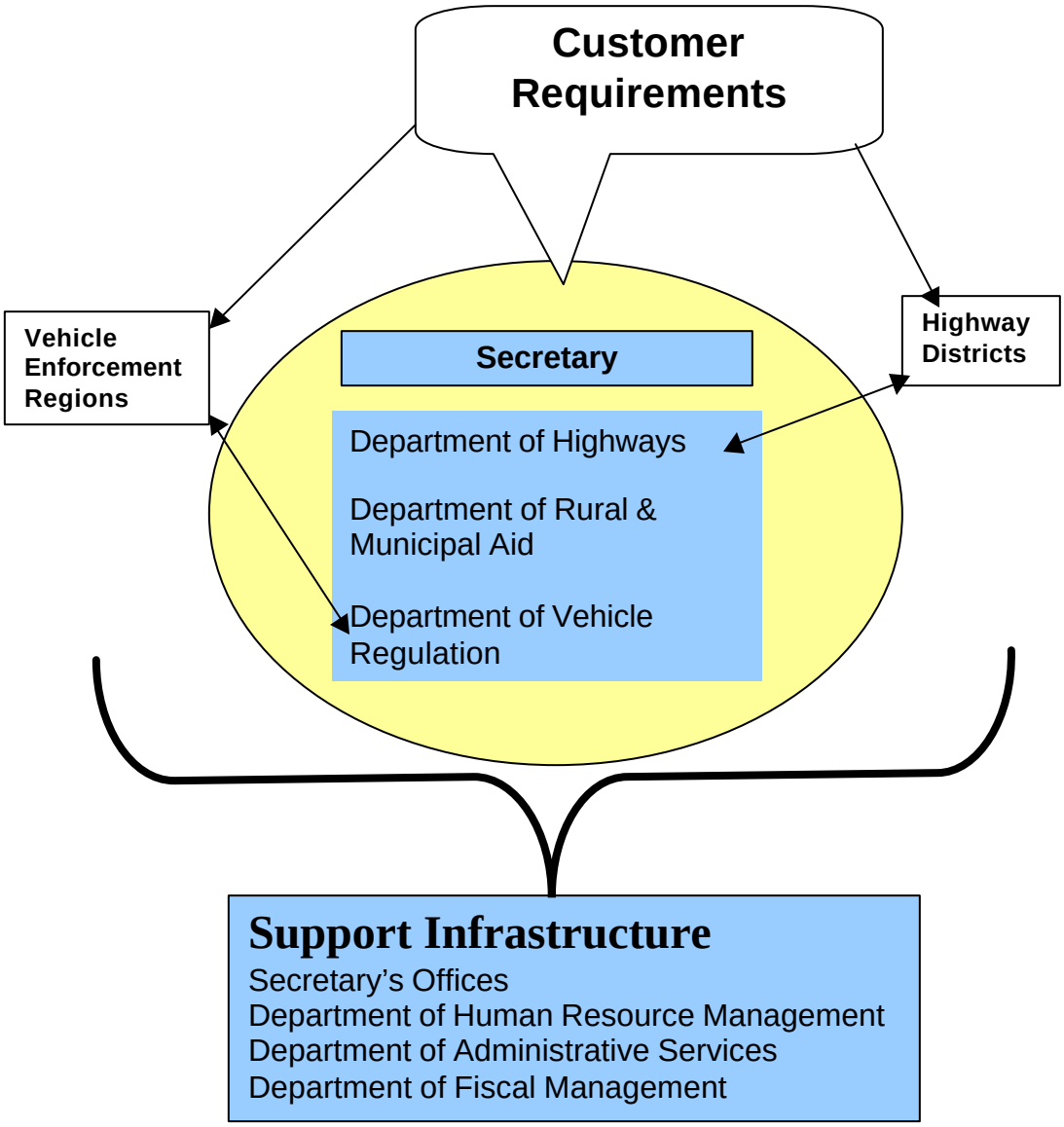
Commonwealth of Kentucky Transportation Cabinet Organizational Chart



* Attached to Transportation Cabinet for Administrative Purposes

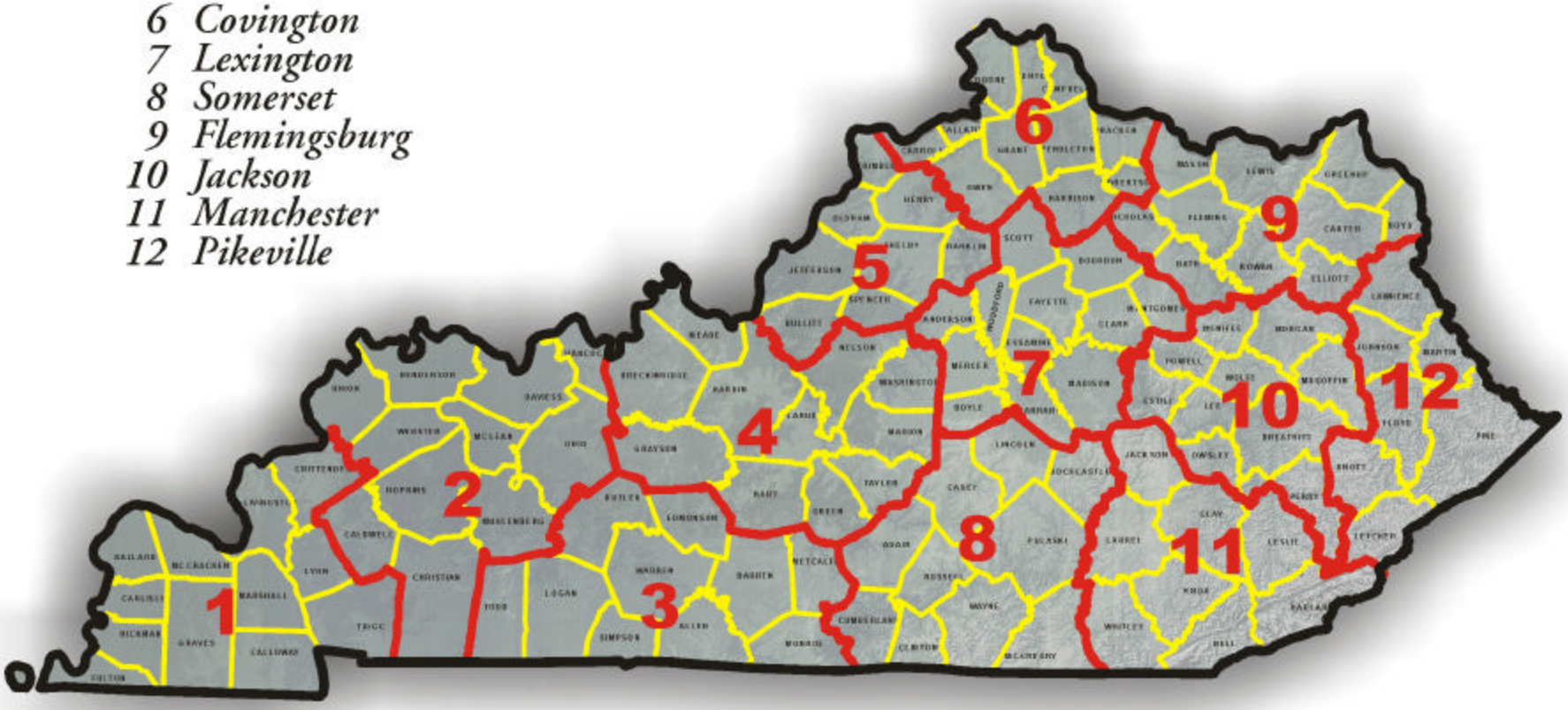
Organizational Structure by Key Products and Services

It is important to understand what drives decisions and initiatives within the Transportation Cabinet. We do not believe that the Cabinet is like a business, but we do believe that the Cabinet has a business like function and relationship with our customer segments. The organizational layout below provides a macro look at how our activities relate and interact.

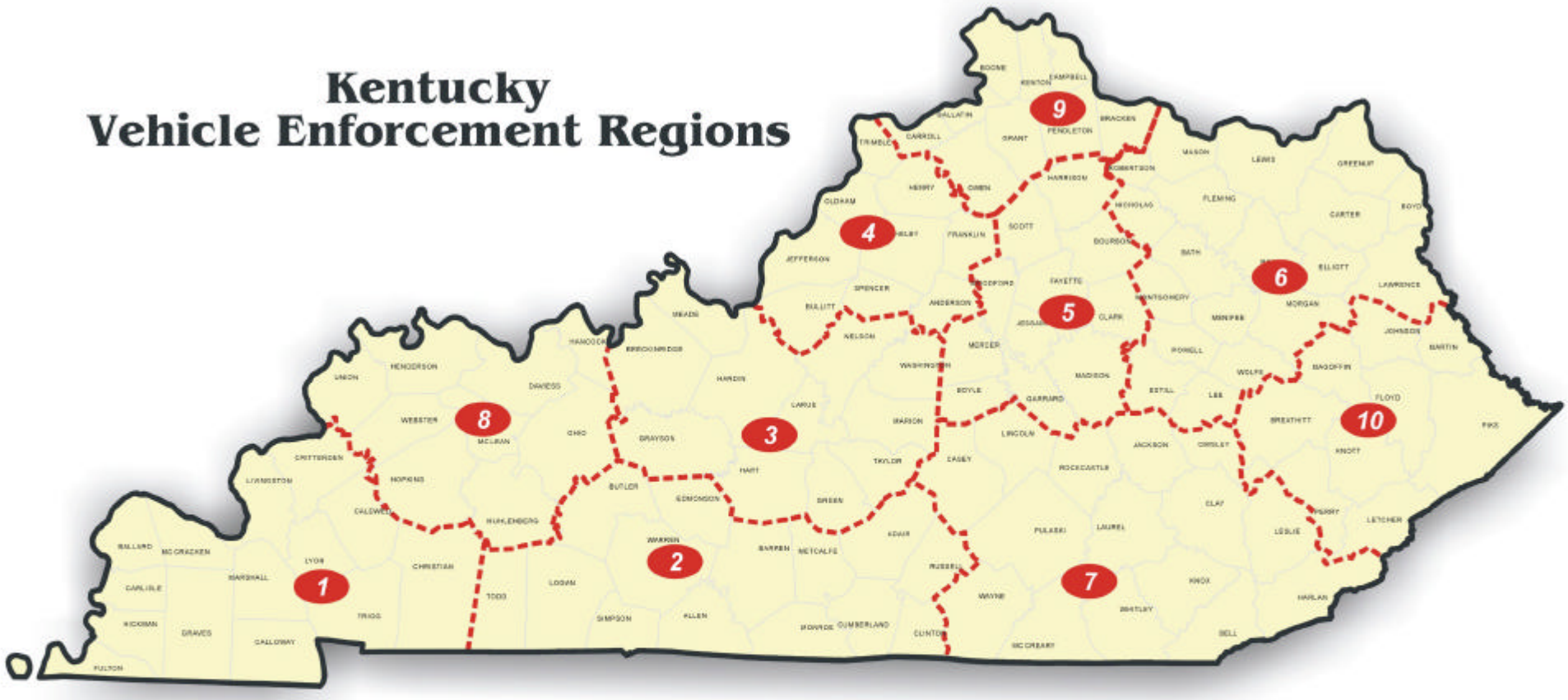


Kentucky's Highway Districts

1 *Paducah*
2 *Madisonville*
3 *Bowling Green*
4 *Elizabethtown*
5 *Louisville*
6 *Covington*
7 *Lexington*
8 *Somerset*
9 *Flemingsburg*
10 *Jackson*
11 *Manchester*
12 *Pikeville*



Kentucky
Vehicle Enforcement Regions



Note: A reorganization of Vehicle Enforcement Regions is currently under development. Under the new organization, Vehicle Enforcement Regions will be set up to match the twelve current Highway Districts.

Cabinet Facts

The Kentucky Transportation Cabinet maintains approximately...

- 762 Miles of Interstates
- 650 Miles of Parkways and Toll Roads
- 3,272 Miles of Primary Roads
- 20,504 Miles of Secondary Roads
- 2,250 Miles of Supplemental Roads

and is responsible for...

- 1 Ferry Operation (Turkey Neck Bend)
- 7 Truck Rest Havens
- 8 Welcome Centers
- 10 Vehicle Enforcement Offices Throughout Kentucky
- 12 District Offices Throughout Kentucky
- 16 Traffic Crew Headquarters
- 16 Truck Weigh Stations
- 17 Equipment Garages
- 21 Rest Areas
- 23 Public Transportation Systems
- 125 County Maintenance Headquarters
- 160 Licensed Airports and Heliports
- 838 Buildings and Facilities
- 13,600 Bridges
- a $1.7 Billion Annual Budget

Each year, the cabinet...

- Conducts 7,500 Bridge Inspections
- Performs 80,000 Truck Safety Inspections
- Registers 2.7 Million Licensed Drivers
- Registers 3.4 Million Vehicles
- Issues 619,611 Drivers Licenses
- Issues 170,000 Motor Boat Licenses
- Maintains 550,000 Highway Signs
- Maintains 3,200 Miles of Guardrail
- Spends 197,500 Hours in Litter Removal Efforts
- Uses 11,100 Pieces of Equipment
- Mows 100,000 Acres of Highway Right-of-Way
- Awards 763 Highway Contracts, (Totaling more than $792 Million)
- Manages 5,200 Fleet Vehicles

- Uses 5 Million Tons Blacktop
- Installs or Replaces 75,000 Highway Signs

Costs to:

- Mow an acre of grass—$100
- Pickup 1 mile of litter—$250
- Ditch 1 mile of road—$7,000
- Place 100’ of guardrail (with end treatments)—$1,500
- Place traffic signals—$35,000
- Build a bridge (per square foot)—$85
- Construct 1 mile of highway $3 million East and $2 million West
- Construct sidewalks (per foot – 5’ wide)—$12
- Construct pipe (per foot – per inch diameter)—$ 1.50 (so an 18” pipe is about $27 per foot)
- $50,000 to resurface one mile (with shoulders)

Kentucky has…

- 79,266 miles of roads and streets; approximately 27,500 of those miles are state maintained and carry 85% of all traffic
- 762 miles of interstates that carry an average of 55,000 vehicles per day – 11.5 billion miles per year, 25% of all travel
- An average of 9,500 vehicles per day on parkways; 4% of all travel
- Increased vehicle travel on highways by 32% (35.2 billion vehicle miles per year in 1991 to 46.3 billion vehicle miles in 2001)
- Increased vehicle travel on interstates by 54% over the last decade
- An average of eight years to construct a highway - design to completion
- 17 million vehicles (about 34 million visitors) pass through 28 rest areas and welcome centers each year
- Public transportation systems that carry 27 million passengers each year
- One of the largest agencies in state government, with 6,100 employees; the Cabinet has downsized 36% in the last 30 years
- 329 miles of railroad, 13 covered bridges, 6 public riverports and 5 private ferry operations

Road Rally Program

During the Spring months, the Cabinet conducted a "Road Rally" program in Districts 1, 5, and 12. The Cabinet advertised the "Road Rally" program through the media and accepted the first 10 volunteer citizens who called. The participants were taken on a short trip through the District and asked to provide their opinions and comments/concerns on a series of roads. The Chief District Engineer and the Public Information Officer for that District accompanied the participants on the trip. The route for the "Road Rally" was chosen by a Deputy State Highway Engineer and remained unknown to District personnel until the first participant opened their package on the day of the rally. The routes included a rural road, interstate (if available), county road, and a work zone (if available). On the day of the trip, participants were given a package containing an overview of the program, a feedback survey for each route, and a comment sheet. Each participant was encouraged to ask questions and voice comments/concerns to District personnel during the rally. A general discussion period was also held after the trip and the surveys were turned into District personnel. The District then forwarded the information to the Office of Quality for analysis and for a feedback report to be compiled. After the feedback report was completed, it was sent to the Chief District Engineer, as well as, participants that requested a copy.

The following are the average results for the survey questions asked to each participant. The following scale was used for each question:

1: ***Greatly exceeds*** your basic expectations
2: ***Exceeds*** your basic expectations
3: ***Meets*** your basic expectations
4: ***Does not quite meet*** your basic expectations
5: ***Fails to meet*** your basic expectations
N/A: *Not applicable*

Survey Question	District 1	District 5	District 12
Smoothness of road surface	3.0	2.8	3.5
Physical condition of the road surface	3.1	2.6	3.5
General appearance of shoulders on roads	3.0	2.5	3.3
How well traffic flows	3.0	2.5	3.3
Centerline striping	2.8	2.5	3.1
Roadside striping	2.8	2.5	3.2
Adequacy of signs	2.8	2.6	3.3
Physical condition of bridge deck surface	3.1	2.7	3.4
Smoothness of bridge ends	3.4	2.9	3.5
Horizontal encroachment on roadway	3.0	2.6	3.3
Overall feeling of safety while traveling road	3.2	2.6	3.3
Overall satisfaction with litter removal	2.8	3.0	3.9
Overall satisfaction with road	3.3	2.6	3.5

Participants were also asked for comments/suggestions on the concept of the "Road Rally" program itself. Overall average participant satisfaction with program on a scale of 1-5, with 1 being extremely satisfied and 5 being extremely dissatisfied, was **2.27**.

State Comparison Information

Information in this table series is from FHWA (Federal Highway Administration) database. The year 2000 data is the most current data available.

Rural Lane Miles

	1997	1998	1999	2000
Alabama	149,424	150,337	150,323	150,406
Arkansas	170,604	171,479	175,280	175,334
Florida	137,589	139,270	140,525	140,184
Georgia	174,930	177,169	177,665	179,138
Kentucky	127,119	128,348	129,435	138,261
Louisiana	96,959	96,141	96,295	96,439
Mississippi	133,841	134,599	133,999	134,120
North Carolina	154,996	155,352	156,507	157,160
South Carolina	111,867	112,042	112,069	112,149
Tennessee	140,602	141,406	142,724	143,098
Virginia	107,721	107,781	108,346	108,570
West Virginia	65,676	66,839	67,798	69,629

Urban Lane Miles

Alabama	43,950	44,781	44,847	44,892
Arkansas	21,327	21,467	22,757	22,825
Florida	110,038	110,618	110,785	113,164
Georgia	60,114	61,439	61,626	61,498
Kentucky	24,163	24,246	24,384	25,971
Louisiana	29,954	31,435	31,468	31,444
Mississippi	17,274	17,231	17,305	17,582
North Carolina	50,097	50,966	51,592	52,175
South Carolina	23,882	23,896	23,938	23,974
Tennessee	39,416	40,086	40,551	40,544
Virginia	42,377	43,489	43,905	43,759
West Virginia	6,893	6,897	6,974	7,043

Rural Annual Vehicle Miles Traveled (Millions)

Alabama	27,047	28,022	28,799	28,873
Arkansas	18,545	18,396	18,982	18,736
Florida	34,507	35,644	37,377	38,100
Georgia	39,199	40,618	42,903	47,523
Kentucky	25,136	26,405	26,809	26,760
Louisiana	21,408	22,489	22,496	22,167
Mississippi	21,366	23,728	24,101	24,416
North Carolina	40,654	42,268	43,519	44,140
South Carolina	25,781	26,899	27,862	29,009
Tennessee	27,065	28,099	29,436	30,487
Virginia	31,149	31,579	31,344	32,252
West Virginia	13,359	13,560	13,777	13,955

Urban Annual Vehicle Miles Traveled (Millions)				
	1997	**1998**	**1999**	**2000**
Alabama	26,411	27,183	27,366	27,661
Arkansas	9,599	9,950	10,265	10,431
Florida	99,500	101,851	104,605	114,036
Georgia	54,118	56,412	56,401	57,487
Kentucky	19,626	20,172	19,636	20,043
Louisiana	17,432	17,837	18,653	18,682
Mississippi	10,153	10,482	10,778	11,120
North Carolina	41,239	43,015	44,239	45,364
South Carolina	15,552	15,922	16,286	16,529
Tennessee	33,461	34,463	35,320	35,245
Virginia	39,171	39,107	42,564	42,549
West Virginia	4,965	5,106	5,255	5,287
Total Motor Fuel Use (Thousands of Gallons)				
Alabama	2,962,890	3,141,779	3,210,870	3,199,059
Arkansas	1,903,258	1,977,435	2,000,712	2,004,795
Florida	7,813,390	8,371,333	8,675,760	8,873,480
Georgia	5,410,188	5,772,612	6,027,368	6,110,803
Kentucky	2,721,274	2,837,370	2,879,354	2,906,675
Louisiana	2,447,145	2,670,440	2,856,346	2,898,079
Mississippi	1,891,777	2,057,661	2,201,606	2,097,560
North Carolina	4,618,245	4,894,266	5,048,400	5,178,782
South Carolina	2,577,469	2,738,064	2,850,821	2,874,339
Tennessee	3,514,240	3,689,351	3,843,292	3,818,240
Virginia	4,225,411	4,383,811	4,579,239	4,633,572
West Virginia	1,076,229	1,111,938	1,112,530	1,106,525
Total Gasohol Use (Thousands of Gallons)				
Alabama	44,213	32,149	4,061	Data Not Available
Arkansas	Data Not Available	Data Not Available	Data Not Available	Data Not Available
Florida	15,271	13,773	8,973	16,611
Georgia	Data Not Available	Data Not Available	Data Not Available	Data Not Available
Kentucky	70,839	37,012	32,980	25,269
Louisiana	8,353	6,339	14,756	2,519
Mississippi	Data Not Available	Data Not Available	Data Not Available	Data Not Available
North Carolina	354,909	382,731	314,130	354,189
South Carolina	Data Not Available	Data Not Available	Data Not Available	Data Not Available
Tennessee	3,097	3,159	Data Not Available	Data Not Available
Virginia	339,170	361,146	295,605	334,068
West Virginia	2,031	21	42	2,879

Total Trucks Registered				
	1997	1998	1999	2000
Alabama	1,755,052	1,755,052	2,030,509	1,989,567
Arkansas	770,702	770,702	865,486	882,266
Florida	3,457,115	3,457,115	4,041,067	4,383,294
Georgia	2,537,703	2,537,703	2,943,465	3,070,459
Kentucky	1,135,323	1,135,323	1,056,945	1,139,543
Louisiana	1,460,296	1,460,296	1,518,412	1,570,804
Mississippi	960,747	960,747	1,006,787	960,389
North Carolina	2,275,679	2,275,679	2,236,865	2,448,806
South Carolina	1,069,700	1,069,700	1,137,929	1,154,113
Tennessee	1,761,492	1,761,492	1,787,631	1,948,009
Virginia	2,061,273	2,061,273	2,084,027	2,154,027
West Virginia	597,001	597,001	616,272	643,282
Highway-User Revenues Grand Total Distributed (Thousands of Dollars)				
Alabama	1,387,649	1,418,211	1,474,471	1,518,742
Arkansas	882,279	906,181	931,217	978,310
Florida	4,687,405	5,059,954	5,294,676	5,448,116
Georgia	1,838,959	1,878,390	1,956,418	2,035,366
Kentucky	1,517,210	1,567,838	1,722,590	1,824,266
Louisiana	1,267,732	1,258,016	1,318,533	1,361,215
Mississippi	857,870	877,263	940,719	991,841
North Carolina	2,277,491	2,384,742	2,469,388	2,323,687
South Carolina	1,013,295	1,047,944	1,113,945	1,171,395
Tennessee	1,637,497	1,685,569	1,750,315	1,831,954
Virginia	2,364,164	2,460,836	2,578,848	2,807,299
West Virginia	758,248	779,582	829,811	840,937
Revenues Used for Highways Total Receipts (Thousands of Dollars)				
Alabama	961,523	966,431	1,629,482	1,616,781
Arkansas	716,372	719,398	958,950	961,713
Florida	3,293,767	3,389,089	6,057,496	5,535,783
Georgia	1,034,703	1,056,503	2,493,395	2,798,993
Kentucky	1,166,981	1,217,672	1,556,425	1,575,849
Louisiana	953,155	920,984	1,950,637	1,761,488
Mississippi	647,717	645,198	1,147,685	1,534,892
North Carolina	1,534,789	1,730,546	513,465	2,930,501
South Carolina	654,556	677,702	952,311	1,277,471
Tennessee	1,224,165	1,213,895	1,591,063	1,638,232
Virginia	1,578,930	1,732,815	3,191,582	3,630,405
West Virginia	685,227	729,451	1,053,797	1,299,925

Obligations Outstanding End of Year (Thousands of Dollars)				
	1997	**1998**	**1999**	**2000**
Alabama	165,620	966,431	135,053	124,956
Arkansas	10,155	719,398	8,523	23,072
Florida	5,149,910	3,389,089	2,727,429	6,353,472
Georgia	1,215,714	1,056,503	941,066	1,394,491
Kentucky	1,476,832	1,217,672	1,375,973	1,294,176
Louisiana	914,060	920,984	782,442	828,957
Mississippi	225,388	645,198	218,508	537,562
North Carolina	449,911	1,730,546	681,989	728,235
South Carolina	109,188	677,702	152,096	343,950
Tennessee	28,171	1,213,895	32,792	27,366
Virginia	2,120,850	1,732,815	2,097,465	3,455,788
West Virginia	293,992	729,451	259,585	445,419
Allocation of Federal Funding by FHWA--Motor Carrier Safety Assistance Programs (Thousands of Dollars)				
Alabama	1,869	1,869	1,968	2,048
Arkansas	964	964	1,050	1,169
Florida	1,727	1,727	1,944	1,944
Georgia	2,967	2,967	2,938	3,058
Kentucky	1,557	1,557	1,687	2,402
Louisiana	1,412	1,412	1,434	1,590
Mississippi	1,010	1,010	1,049	1,098
North Carolina	2,519	2,519	2,515	2,644
South Carolina	1,393	1,393	1,315	1,379
Tennessee	1,893	1,893	1,859	1,971
Virginia	1,953	1,953	2,219	2,316
West Virginia	643	643	725	733
Allocation of Federal Funding by FHWA--NHTSA/FHWA Highway Safety Programs (Thousands of Dollars)				
Alabama	1,869	2,006	2,766	3,649
Arkansas	964	1,784	1,792	2,280
Florida	1,727	8,287	8,069	10,024
Georgia	2,967	5,174	4,586	3,527
Kentucky	1,557	2,169	3,496	2,402
Louisiana	1,412	1,772	2,834	3,428
Mississippi	1,010	2,605	1,948	2,014
North Carolina	2,519	3,638	4,777	7,962
South Carolina	1,393	2,671	2,182	2,256
Tennessee	1,893	2,085	2,385	3,042
Virginia	1,953	4,262	4,741	5,002
West Virginia	643	763	820	896

Expenditure of Federal Funds from FHWA--Interstate Maintenance (Thousands of Dollars)				
	1997	**1998**	**1999**	**2000**
Alabama	39,590	49,523	55,291	60,067
Arkansas	29,388	17,869	49,194	51,691
Florida	87,755	46,901	75,795	103,658
Georgia	77,173	86,902	97,206	123,268
Kentucky	56,637	44,594	52,858	96,886
Louisiana	42,228	46,658	86,679	84,965
Mississippi	32,223	34,093	35,171	32,973
North Carolina	44,431	64,238	71,651	108,535
South Carolina	39,982	49,013	47,431	33,258
Tennessee	68,864	72,183	115,289	90,678
Virginia	71,880	89,977	95,035	70,277
West Virginia	18,889	18,434	25,172	37,525
Expenditure of Federal Funds from FHWA--Bridge Replacement (Thousands of Dollars)				
Alabama	33,538	28,245	41,105	53,436
Arkansas	29,300	48,772	38,824	40,946
Florida	39,830	18,800	43,947	68,530
Georgia	32,610	36,005	37,593	38,316
Kentucky	35,947	41,805	44,515	47,290
Louisiana	57,925	49,870	55,793	45,507
Mississippi	38,734	26,773	41,307	43,623
North Carolina	61,620	86,202	79,761	81,941
South Carolina	25,028	30,607	19,389	38,825
Tennessee	52,129	53,916	41,025	34,642
Virginia	29,507	22,230	34,927	36,253
West Virginia	57,926	65,886	54,618	54,725
Expenditure of Federal Funds---Congestion Mitigation & Air Quality Improvement (Thousands of Dollars)				
Alabama	2,573	1,632	8,887	6,715
Arkansas	3,592	5,927	4,277	3,127
Florida	20,370	13,301	13,960	22,743
Georgia	7,964	2,245	7,506	22,140
Kentucky	10,557	7,006	9,711	8,353
Louisiana	8,400	3,186	5,646	4,391
Mississippi	4,504	4,122	8,130	2,828
North Carolina	15,694	14,767	11,770	5,531
South Carolina	9,506	3,132	1,267	4,147
Tennessee	4,011	5,946	8,763	8,508
Virginia	8,686	21,600	13,703	14,672
West Virginia	11,420	6,086	4,762	4,534

Gasoline Tax Rate (Cents per Gallon)				
	1997	**1998**	**1999**	**2000**
Alabama	18.00	18.00	18.00	18.00
Arkansas	18.60	18.60	19.50	19.50
Florida	12.80	13.00	13.10	13.10
Georgia	7.50	7.50	7.50	7.50
Kentucky	16.40	16.40	16.40	16.40
Louisiana	20.00	20.00	20.00	20.00
Mississippi	18.40	18.40	18.40	18.40
North Carolina	22.60	22.30	21.20	21.20
South Carolina	16.00	16.00	16.00	16.00
Tennessee	20.00	20.00	20.00	20.00
Virginia	17.50	17.50	17.50	17.50
West Virginia	25.35	25.35	25.35	25.35
Diesel Tax Rate (Cents per Gallon)				
Alabama	19.00	19.00	19.00	19.00
Arkansas	18.60	18.60	20.50	20.50
Florida	24.60	25.00	25.10	25.10
Georgia	7.50	7.50	7.50	7.50
Kentucky	13.40	13.40	13.40	13.40
Louisiana	20.00	20.00	20.00	20.00
Mississippi	18.40	18.40	18.40	18.40
North Carolina	22.60	22.30	21.20	21.20
South Carolina	16.00	16.00	16.00	16.00
Tennessee	17.00	17.00	17.00	17.00
Virginia	16.00	16.00	16.00	16.00
West Virginia	25.35	25.35	25.35	25.35
Liquefied Petroleum Gas Tax Rate (Cents per Gallon)				
Alabama	17.00	17.00	17.00	17.00
Arkansas	16.50	16.50	16.50	16.50
Florida	15.80	16.00	16.00	16.00
Georgia	7.50	7.50	7.50	7.50
Kentucky	15.00	15.00	15.00	15.00
Louisiana	16.00	20.00	16.00	16.00
Mississippi	17.00	17.00	17.00	17.00
North Carolina	22.60	22.30	21.20	21.20
South Carolina	16.00	16.00	16.00	16.00
Tennessee	14.00	14.00	14.00	14.00
Virginia	10.00	10.00	10.00	10.00
West Virginia	25.35	25.35	25.35	25.35

Gasohol Tax Rate (Cents per Gallon)				
	1997	**1998**	**1999**	**2000**
Alabama	18.00	18.00	18.00	18.00
Arkansas	18.60	18.60	18.60	18.60
Florida	12.80	13.00	13.10	13.10
Georgia	7.50	7.50	7.50	7.50
Kentucky	16.40	16.40	16.40	16.40
Louisiana	20.00	20.00	20.00	20.00
Mississippi	18.40	18.40	18.40	18.40
North Carolina	22.60	22.30	21.20	21.20
South Carolina	16.00	16.00	16.00	16.00
Tennessee	20.00	20.00	20.00	20.00
Virginia	17.50	17.50	17.50	17.50
West Virginia	25.35	25.35	25.35	25.35
Persons Fatally Injured on Motor Vehicle Crashes--Federal Aid Highways--Totals for National Highway System				
Alabama	1,047	366	409	340
Arkansas	564	215	192	262
Florida	2,525	776	820	817
Georgia	1,405	395	469	478
Kentucky	774	218	208	218
Louisana	814	323	341	302
Mississippi	741	311	259	191
North Carolina	1,290	437	305	313
South Carolina	798	279	306	292
Tennessee	1,102	366	385	379
Virginia	900	315	266	313
West Virginia	341	84	101	105

Major Organizational Accomplishments

OFFICE OF THE SECRETARY:

Office of General Counsel and Legislative Affairs:
- Passed 12 Administrative Regulations
- Implemented a Pilot Program for Recycler Enforcement in Boyd County
- Reviewed more than 150 bills during the Legislative Session
- Collected $14,427.27 (Scholarship Obligations); $487,256.76 (Property Damage); and $18,740.88 (Miscellaneous Collections)

Office of Policy and Budget:
- Implemented Official Road Fund reductions of over $125 million in two separate budget reduction orders
- Provided training sessions on the use of the Seagate Info Desktop, which is used to access financial information contained in the state's Management Reporting Database (MRDB)
- Published 13 Guidance manuals on-line
- Published 100 forms on-line with an additional 200 in the works
- Streamlined payment for postal meter usage

Office of Technology:
- Partnered with the Division of Drivers Licensing to coordinate the Digitized Driver's Licensing System
- Partnered with the Division of Motor Vehicle Licensing to implement the KVIS Web Renewals, which allows citizens to register their vehicle over the web
- Implemented Proxy Servers Security (Access to Web)

Office of Quality:
- Lead the Strategic merger of KYTC and the Kentucky Division of the Federal Highway Administration (FHWA)
- Personnel serve on Standing Committee on Quality for American Association of State Highway and Transportation Officials (AASHTO)

Office of Transportation Delivery:
- Provided more than $2.6 million for the transportation of non-public school students
- Contracted with 15 transportation systems to provide human service transportation services

Office of Minority Affairs:
- Improved processing time of applications resulting in processing 90% of the cases within the 45-day time limit
- Established a "Good Faith Committee"
- Partnered with the Division of Construction to train local personnel in monitoring requirements
- Provided a 16 week training program titled, "Minority and Women Contractor Training Program
- Provided a pre-employment construction-training program
- Developed and implemented a Small and Minority Business Development Program
- Implemented the Entrepreneurial Development Institute (EDI) and conducted three, two-day training sessions
- Produced a DBE tracking system as required by federal regulation

- Received the “Million Dollar Club” award from Kentuckiana Minority Supplier Development Council (KMSDC) in November 2001
- Received the Minority and Women Contractor Training Program award for “Excellence in Diversity” at the ABC national convention in March 2002
- Received “Best Practices” awards for the Governor’s Minority Management Trainee Program and the Women in Highway Construction Training Program in July 2001

Office of Public Affairs:

- Created new logos and slogans for programs such as Adopt-A-Highway and the Cabinet
- Initiated a daily radio show, which includes one radio advertisement per day during morning drive-time hours
- Implemented a marketing campaign for the I-64 construction project to promote innovative construction techniques
- Formed a public-private coalition to encourage the use of seat belts statewide Volunteers, who have been affected by the losses of, loved ones not using seat belts, created billboards, radio and television ads

DEPARTMENT OF HUMAN RESOURCES MANAGEMENT:

- Improved security by providing electronic access badges to over 1,400 individuals in the State Office Building
- Provided training and equipment to all offices and the Finance Cabinet’s State Office Building postal services to avoid personal injury due to possible contaminated mail
- Distributed U.S. Postal Services anthrax awareness videos to the district offices
- Developed and implemented domestic violence in the workplace policy and response plans
- Developed a safety plan and procedural checklist to use in the event of an immediate threat of violence
- Developed a *Quick Reference Response Guide* for agency employees
- Partnered with the University of Louisville for scholarship participation
- Successfully implemented OSHA 300 Standard
- Conducted 22,132.00 hours of safety training
- Implemented procedures to publish the Annual Safety Report
- Partnered with Accounts’ Payroll Branch to develop new leave codes
- Partnered with the Personnel Cabinet to amend KRS 18A. to eliminate the required 10-day dismissal notice to probationary employees
- Assisted the Office of General Counsel and Legislative Affairs with revision of the Code of Conduct for Vehicle Enforcement Officers
- Implemented the new Employee Evaluation process with 98.2% processed within the established timeframe
- Provided technical assistance to the Program Review and Reform Committee
- Partnered with Safety & Health to convert safety-training records to *Registrar*
- Recruited 677 applicants, including 234 minorities (35%), at 25 career/job fairs, colleges, and vocational-technical schools
- Developed Advanced Leadership Academy candidates’ database
- Certified, by Governmental Services Center, four trainers for Preventing Sexual Harassment training course
- Participated in state committees, including Employee Satisfaction Focus Group, Mediation, Language Interpreters, and Enterprise Learning

DEPARTMENT OF VEHICLE REGULATION:

- Collected and deposited more than $67.9 million from titling and licensing of motor vehicles and boats
- Generated $3.9 million for the Road Fund from the Automated Vehicle Identification System (AVIS) and central title distributions
- Generated $577,354 in title fees for the operation of the boat titling program
- Deposited more than $2.8 million, in boat registration fees, into a special account for the Department of Fish & Wildlife
- Launched a Pilot Project “KyRenew” that enables citizens to renew their vehicle registrations on-line at www.kyrenew.com
- Launched a website application that allows automobile dealers to inquire about the status of vehicles has been made available to lien holders. 24-Hour access allows lien holder institutions to check the status of their loans.
- Published “Add/Delete Taxable Inventory”, Kentucky Highway Use Tax, International Fuel Tax Agreement (IFTA), Kentucky Intrastate Tax Return, and Electronic Permitting for Overweight/Overdimension (OW/OD) on the Internet
- Expanded payment methods to include a voucher option for the IFTA tax return
- Joined the IFTA Clearinghouse, which allows us to identify delinquent carriers from other states at the roadside, during the renewal process, and for audit purposes
- Implemented the New Observation System (Internal Clearinghouse), which allows carriers to be screened roadside for the status of IFTA, KIT, KYU, IRP, SSRS, ICC Exempt/Intrastate Operating Authority, PRISM, USDOT, Extended Weight Decal, and Safety
- Implemented Auto fax and ACH debit Process for Overweight/Over-dimension Permits (OW/OD), which allows the carrier to request a permit by phone or fax; once the permit is approved, it is automatically faxed to the carrier's location and the fee is charged to the carrier's bank account at the end of each day
- Conducted 15 Truck Training Seminars on how to use various electronic services using the Internet
- Implemented Automated Refunds
- Incorporated IRP financial data into the Motor Carrier processing system
- Presented sessions on “Traffic Enforcement” and “Hazardous Materials Post 9-11” at the Governor’s Safety Summit
- Partnered with the Federal Motor Carrier Safety Administration (FMCSA) in conducting Security and Safety Sensitive visits to Hazardous Materials carriers across the Commonwealth
- Participated in the Kentucky Wildland Fire and Arson Prevention Task Force
- Partnered with the Division of Operations to develop the Statewide Transportation Operations Center (STOC) and provided Condition Acquisition Reporting Software (CARS and CARS 511) training
- Purchased a second IRIS van that allows officers to use the latest innovations in detecting faulty brakes, exhaust leaks, over-inflated tires, hot wheel bearings and other mechanical problems on commercial vehicles
- Partnered with the Revenue Cabinet to identify companies with delinquent usage and property taxes, through the “Freddie Freeroader” and “Operation Border Crossing” programs, which collected over $700,000
- Implemented Digitized Licensing Program statewide
- Implemented a policy effecting Non-U.S. Citizens applying for a driver’s license
- Received a Certificate of Commendation from the National Association of Governors’ Highway Safety Representatives for work in reducing crash and fatality rates on August 23, 2001

- Assisted Area Development Districts with promoting Drive Smart programs
- Partnered with the Federal Motor Carrier Safety Administration (FMCSA) to promote Driver Appreciation Day
- Partnered with State Farm Insurance to host child passenger safety permanent fitting stations
- Partnered with State & Local Law Enforcement on safety programs including Child Passenger Safety, GPS units, Radar Trailers, No-Zone awareness
- Implemented the Driver Improvement Program (DIP), which teaches basic driving skills and techniques to state and local government employees
- Trained 400 law enforcement agencies on Global Positioning System (GPS) and distributed 6,346 units
- Implemented the Child Passenger Safety program to certify technicians on correctly installing child passenger safety seats
- Conducted Child Passenger Safety Week, which resulted in 234 seats being checked with a 96% misuse rate

DEPARTMENT OF HIGHWAYS:

District 2:
- Assisted with the preparation of bid documents for the Cabinet's fourth design/build project in less than 30 days
- Widened a bridge on Ky. 56 in Daviess County in house for less than $100,000
- Installed a left turn lane at US 60/US 60 Bypass in Owensboro with state forces for less than half of the project estimate
- Completed the Natcher Bridge, Kentucky's largest cable stayed bridge, on time and within 1% of budget
- The Cabinet proposed to reconstruct "Druther's Corner" in Princeton (US 62/KY 91) in the early 1970's. The project was canceled due to public opposition. The project was recently completed using an improved public involvement program. After the project was let to construction, we "partnered" with the contractor and community to complete this long awaited project.

District 3:
- Received an award for the I-65 split-lane concept
- Hosted a workshop on "Erosion and Sediment Control for Construction Sites" for the City of Bowling Green, Road Maintenance Crews, KYTC Road Contractors, District Three Construction, Operations and Maintenance personnel
- Conducted an in-house planning study for the US 231 Project from downtown Morgantown to the Natcher Parkway and drafted the final study report
- Recognized as the District with the fewest hours of leave without pay and the fewest block 50's paid out
- Rewarded crews in the district that have been accident free for three consecutive years by providing lunch
- Entered 235 children in the annual Adopt-A-Highway Poster contest resulting in two first place and two third place winners
- Produced and participated in an I-66 planning study video for public access television

District 6:
- Received the Kentucky Ready-Mix Concrete Association "Excellence in the Design and Use of Ready Mix Concrete in the Construction of Public Works" award for the rehabilitation of the pavement on Interstate I-75 at Donaldson Road

- Replaced the I-75 Bridge over Donaldson Road and 2.2 miles of a three lane section of I-75 for a cost of $26,396,000
- Conducted a rally to garner support for Trash Bill legislation
- Acquired one-third of all right of way parcels in the Commonwealth
- 8 employees completed their Road Scholars or Road Masters training
- Consolidated equipment repair locations to one facility from three
- Partnered with the Water Company on the installation of an underground water pipeline from Cincinnati to Florence and the surrounding vicinity
- Successfully fast tracked Grant County Item No. 6-976.00, which is a high accident rate intersection, resulting in savings of $90,000 and letting the project 6 months early

District 11:

- Implemented the use of Ground Penetrating Radar to identify and repair deep mines on new KY 30
- Recruited 8 additional participants for the Adopt-A-Highway program
- Refurbished a hydro-seeder, which resulted in thousands of dollars being saved, in lieu of purchasing new equipment
- Reduced unapproved Leave Without Pay by 11.6% and approved Leave Without Pay by 32.7%
- Used a new concrete mixture on Daniel Boone Parkway, which achieved compressive strengths in less than 6 hours and eliminated daytime lane closures
- Implemented a Maturity Meter to obtain compressive strength test at job sites
- Implemented Context Sensitive Construction to improve communications between pre-construction and construction divisions

District 12:

- Expanded the media base to include Mingo (WV), Dickenson, Buchanan, and Wise (VA), and Harlan
- Established a media relations program and initiated a process for more timely media contact during severe weather
- Received more than 20 positive front-page stories, photos and editorials
- Partnered with District 10 on WYMT's *Issues and Answers* dealing with snow and ice removal
- Developed a training video for core drilling

Office of Program Planning and Management:

- Prepared the project authorizations (TC-10s) and federal programming documents (PR-1s) for $800 million of required state and federal funding for Design, Right-of-Way, Utilities, and Construction phases of Six-Year Highway Plan projects
- Prepared 49 project applications for special federal discretionary funding earmarked by Congress, and received approximately $85 million in federal discretionary funding
- Received additional $3.76 million through the FHWA “Redistribution of Federal Obligation Authority” program
- Partnered with Congressman Rogers to prepare documentation and funding needs for additional Appalachian Development Highway System (APD) funding, which resulted in an additional $40 million
- Partnered with Division of Information Technology to develop and implement a component of Oracle preconstruction software to allow data input and query capability to all House Bill 655 requests

- Updated the Oracle Preconstruction Status System to include the project location of Six-Year Highway Plan projects by the newly enacted re-districting plan. (KRS 118B.110 - 118B.160) (KRS 5.101 - 5.138) (KRS 5.201 - 5.300)

DEPARTMENT OF FISCAL MANAGEMENT:

- Partnered with the Revenue Cabinet to electronically file Employees' Income Tax Returns without a fee to Central Office employees
- Distributed to the districts several payroll reports found on Document Direct, which eliminated mailing hard copies of these reports and saving countless man-hours, postage and paper costs
- Partnered with GOT to implement leave code changes, which will allow the tracking of family medical leave and worker's comp
- Partnered with Finance CRC to conduct training for Cabinet employee's addressing specific needs of travel system users
- Provided training to Cabinet and other state agency employees on using Advantage to account for grants
- Partnered with the Office of Policy & Budget to develop a five-page travel reimbursement document that provides more information and a better audit trail
- Converted to a new federal billing system called Rapid Approval & State Payment System (RASPS) and a new federal information system called Fiscal Management Information System
- Assumed responsibility for all federal grants, which are now billed electronically
- Reduced the backlog of consultant audits by one-half
- Partnered with several states in combining resources to develop an error rate that can be applied to bills submitted by various utility/rail companies
- Partnered with the Division of Accounts and the Division of Right of Way to develop a better method for tracking audit adjustments
- Decreased the backlog of Utility/Rail audits by 40 %
- Implemented scanning as an accepted practice, which enables the saving of large amounts of data to the hard drive and compact disc, thus eliminating much of the need for extensive paper files
- Calculated and obtained Federal Highway Administration approval of Toll Road Credits in the amount of $1,258,658,838.00 which was used as the Cabinet's matching funds for Federal projects. These credits will effectively make the Federal projects 100% participating and will allow State Road Fund monies to be used in other areas.
- Successfully reviewed grant documentation which revealed that the "Maintenance of Effort" (MOE) was calculated incorrectly. Recalculated the MOE, which resulted in savings to the Cabinet of $570,349.00 each year until the federal law is rewritten.
- Assessed $4.516 million in Road Fund Taxes
- Established Road Fund Enforcement Workgroup with Revenue Cabinet's audit enforcement division to perform joint audits of normal fuel taxes of the Kentucky Road Fund
- Established a program and database to monitor the collection of motor fuel taxes by the other 57 IFTA jurisdictions
- Expanded the audit enforcement of weight distance taxes by reviewing 3rd party tax reporting records and initiated a telephone contact program to address underreporting of current quarters

The Path is prepared by the
Kentucky Transportation Cabinet
Office of Quality

This report is a compilation of inputs from within the Cabinet.

If you would like additional information or additional copies, please contact the Office of Quality at 502-564-4319, or visit our web site at http://www.kytc.state.ky.us/Quality/home.htm